



**PUBLIC COMMENTS
on
Idaho's DRAFT FY2011-2014
Statewide Transportation
Improvement Program (STIP)**

FY 2011-2014 DRAFT Statewide Transportation Improvement Program Comments and Responses

Introduction

The Idaho Transportation Department (ITD) accepts comments and project suggestions throughout the year. However, during ITD's annual Statewide Transportation Improvement Program (STIP) update process the department conducts a focused 30-day comment period creating an opportunity for our customers to provide additional input to Idaho's STIP on proposed transportation plans and projects. This year the draft FY 2011-2014 STIP comment period was July 6 – August 4, 2010. More than 1,500 postcards and emails announcing the draft STIP's availability for review and comment. The intent of distributing postcards and e-mails was to direct citizens to ITD's website to access the draft STIP. Only 2 special requests were received—one requested a hard copy and the other a CD.



Prior to the adoption of the final FY 2011 – 2014 STIP, the Idaho Transportation Board (Board) will review and take into consideration the comments received. Changes to projects listed in the draft STIP may be approved at the September Board meeting and will appear in the final STIP submitted for approval to FHWA and FTA.

Federal Requirements and Public Involvement

The Transportation Research Board (TRB) defines public involvement as “the process of two-way communication between citizen and government by which transportation agencies and other officials give notice and information to the public and use public input as a factor in decision making.” Public involvement is a two-way street. In order to participate effectively in transportation project development and planning, people need ways to get information from the department and a way to give information back.

The *Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991* required states and metropolitan planning organizations (MPOs) to involve the public to a much greater extent in the transportation decision-making process than under previous laws. When ISTEA expired in 1998, it was replaced by the *Transportation Equity Act for the 21st Century (TEA-21)*, which continued to place strong emphasis on public involvement. The emphasis was intensified with the passage in 2005 of the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users*, known as “SAFETEA-LU” (23 U.S.C.134, 23 CFR, Part 450 and 49, CFR, Part 613).

As required by SAFETEA-LU regarding statewide and metropolitan planning requirements, “the state shall develop a Statewide Transportation Improvement Program (STIP) for all areas of the state.” Metropolitan planning organizations are also required to develop a Transportation Improvement Program (TIP). The STIP must mirror and include all federally funded and regionally significant TIP projects.



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An essential element in the STIP and TIP planning and development process is public participation. Not only is public participation mandated as a requirement by SAFETEA-LU, it is an ongoing practice of the department to carry out year-round stakeholder communication and public involvement.

Idaho's STIP represents the four-year master plan of transportation projects. The department works in collaboration with the Local Highway Technical Assistance Council (LHTAC), the six MPOs in Idaho, Indian tribal nations, and input from the public and other interested agencies and stakeholders.

SAFETEA-LU requires that the STIP and TIPs be updated at least every four years as well as contain four years of projects and strategies. Idaho's STIP is updated annually and represents a fiscally constrained multi-year, multi-modal program. For purposes of FHWA and FTA approval, the STIP contains a priority list of federally funded highway and transit projects in FY 2011 – 2014. Information concerning each TIP can be found within each of the following locations:

[Kootenai Metropolitan Planning Organization](#)

(KMPO) consisting of all the communities in Kootenai County.

Glenn F. Miles,
Transportation Manager
221 W. First Avenue, Suite 310
Spokane, WA 99201
Phone: 509.343.6370 or 800.698.1927
FAX: 509.343.6400

[Bannock Transportation Planning Organization](#)

(BTPO) consisting of the cities of Pocatello and Chubbuck

Mori Byington, Planning Director
PO Box 6129
Pocatello ID 83205-6129
Phone: 208.233.9322 ext. 23
FAX: 208.233.4841

[Lewis-Clark Valley Metropolitan Planning](#)

Organization (LCVMPO) consisting of the cities of Lewiston, ID and Clarkston and Asotin, WA.

Steve Watson, Director
P.O. Box 759 · Asotin, WA 99402
Phone: 208.746.1318 ·
FAX: 208.746.5595

[Bonneville Metropolitan Planning Organization](#)

(BMPO) consisting of the cities of Idaho Falls, Ammon and Iona

Darrell West, Director
1810 W. Broadway #15
Idaho Falls, ID 83402
Phone: 208.612.8530
FAX: 208.612.8520

[Community Planning Association of Southwest Idaho](#)

(COMPASS) consisting of the cities of Boise, Garden City, Eagle, Meridian, Kuna, Star, Nampa, Caldwell and Middleton.

Matt Stoll, Executive Director
Toni Tisdale, TIP Coordinator
800 S. Industry Way, Ste 100
Meridian, ID 83642
Phone: 208.855.2558
FAX: 208.855.2559

When SAFETEA-LU was passed in 2005, it retained all of the public involvement language from the previous acts and added new public participation requirements. First, MPOs are required to publish a Public Participation Plan that has been developed in consultation with interested parties. The Public Participation Plan is intended to afford parties who participate in the metropolitan planning process with a specific opportunity to comment on the TIP prior to its approval by the MPO's Board. An additional SAFETEA-LU

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mandate includes providing plans, and the STIP and MPO TIPs, in an electronically accessible format, such as on a website, in order to reach more people.

ITD's Transportation Planning website is continually being updated so that our customers can access the latest planning and programming information. In addition, SAFETEA-LU requires that ITD and MPOs use to the extent practical, visualization techniques to describe plans and TIPs. Examples of visualization techniques include, but are not limited to, orthophotos, GIS-based mapping, graphics, tables, and other visual representations within documents, public meetings, etc. But most importantly, the intent of the SAFETEA-LU regulations is to encourage the state and MPOs to provide early and continuous public involvement opportunities throughout the planning and programming process. A statement of SAFETEA-LU compliance along with the recommended STIP will be submitted to FHWA and FTA in October.

The department utilizes public involvement to ensure that the federal and state transportation dollars Idaho receives are used wisely. Consulting with our transportation customers is a crucial way to identify public values and needs, gather information, and build consensus on future transportation programs. Fundamentally, public participation makes for better transportation decisions. ITD recognizes the importance of involving the public, other agencies, and stakeholders in information exchange when providing transportation facilities and services to meet the state's transportation challenges. It is a guiding principle of the department to promote public involvement opportunities especially during the annual update of the STIP.

The objectives for effective year-round public participation by the Idaho Transportation Department include:

- Raising the level of understanding of the transportation planning process especially during the development and implementation of the STIP and the metropolitan TIPs;
- Providing the public with opportunities for involvement in the transportation planning process;
- Enabling citizens, interested agencies, and other governmental entities the opportunity to provide comments on how transportation funds should be spent annually; and
- Ensure that the final transportation outcome becomes a shared mission with the community and policy makers.

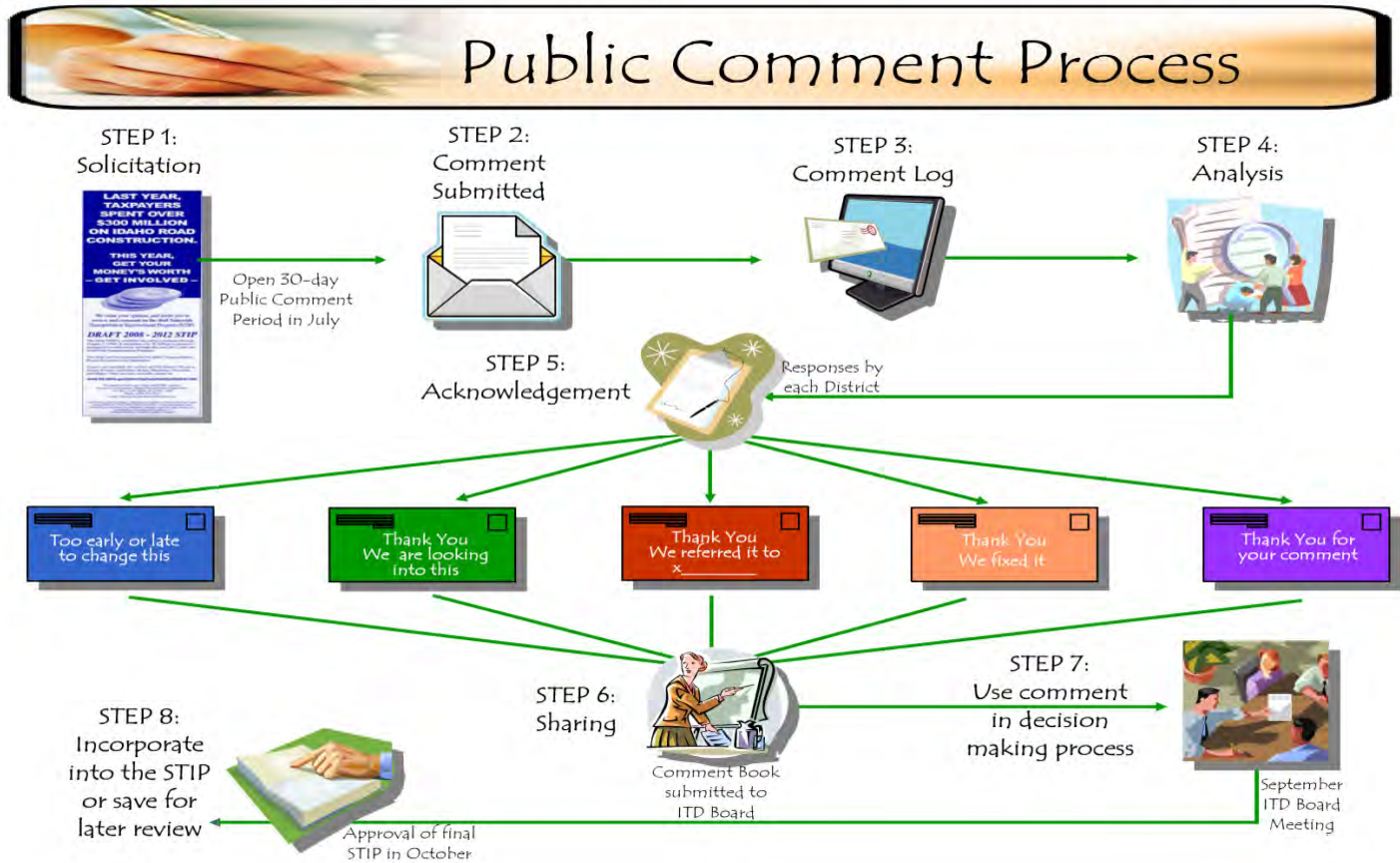
The STIP Update Process

Idaho's normal STIP update process begins each year in September with the approval, by the Idaho Transportation Board (Board), of the draft STIP. This approval occurs after the 30-day comment period. The approved STIP is sent to FHWA and FTA for final federal review and approval. This usually takes between four and six weeks.



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Below are the steps that ITD's takes to gather and incorporate public comments.



In October, planning for the next cycle of the STIP begins. Local agency meetings are routinely held within each district and are often an ideal starting point for discussing STIP coordination and planning efforts for programs of local interest. Local urban and rural project application processes, administered by LHTAC, are announced at that time.

From November to May each year, the ITD district and headquarter staff interact and gather input for Idaho's STIP from the MPOs, LHTAC, local agencies, other internal divisions, advisory committees, the Idaho Transportation Board, Indian tribes, other state and federal agencies, user groups, and most importantly, the public. During this time, projects that have been approved in the four-year STIP are in various stages of development—obtaining environmental clearance or acquiring needed right-of-way, going through preliminary or final design, or getting ready for construction. For those projects in the current fiscal year of the STIP, final design is occurring so that the project can go to bid and construction can begin.

January is when the department forecasts how much money will be available from both federal and state funds to use for transportation projects. In February these revenue forecasts go out to ITD district offices, LHTAC and MPOs, which in turn recommend projects for inclusion in the next draft STIP based on the established available funding.

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In June, the proposed Capital Investment Program (CIP)/Draft STIP is presented to the Board along with information about how the program addresses strategic performance areas and the status of the statewide priority projects. The public then has a 30-day opportunity for review. Idaho's STIP public comment period is a special time when people have the opportunity to review the culmination of project and planning development activities that has gone on within the state.

Although public involvement is received throughout the entire process, the 30-day comment and review period following the issuance of the draft STIP in July is necessary to gather additional input from those that may not normally be involved in the development of projects.

The official comment period also provides an opportunity for the department and the Board to see if the decisions used to create the draft STIP meets the values and needs of the community/state as a whole. Reviewing the comments gathered during the draft STIP review period helps the Board make their final decisions concerning project priorities that will be submitted in October to FHWA and FTA for approval.

STIP Availability

The DRAFT FY 2011-2014 STIP Comment Period was July 6 – August 4, 2009. More than 1,500 postcards and e-mail notifications were distributed this year. Hard Copy documents and CDs were made available upon request. There were only four special requests for CD or hard copies. Having the STIP available on the internet has saved the department more than \$25,000 per year in publishing and mailing costs.

Announcements of the draft STIP's availability on the internet was sent specifically to the following:

- Cities;
- Counties;
- Highway districts;
- Idaho universities and colleges;
- Indian Tribal governments located in Idaho;
- Regional planning and development associations;
- LHTAC and the Associations of Cities, Counties, and Highway Districts;
- The Governor and Idaho Legislators;
- Idaho state agencies of interest; and
- A statewide list of stakeholders who have requested to be on our annual mailing list (businesses, consultants, and citizens) with an expressed interest in state transportation planning activities.



In addition to having the STIP more accessible via the web, the ability to make comments was also improved. For convenience, comments could be submitted to the department through an on-line comment form. The on-line comment form enabled people to comment directly from the document or the internet. A high percentage of the comments were received electronically. The form has enabled staff to gather comments efficiently and effectively.



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In addition, public comments during this period were accepted by the department and MPOs in several ways:

- E-mail;
- Facsimile;
- Letters/Mail; and
- On forms provided during public meetings.

Press Ads and Releases

Press notification is one way that the department keeps its constituents informed of ongoing activities, but it is also required in order to expend state and federal funds. Idaho Code requires that all public agencies provide notification to the public of events and activities concerning the use of state funds. In addition, FHWA and FTA require that the use of federal funds have proper notification. Nineteen press ads were placed in newspapers around the state. They appeared from June 30 to July 8. Each ad was placed to run one time. A press release was sent on July 8, 2010.

By "getting the word out" to a diverse set of stakeholders, ITD and MPOs were able to establish a variety of places where information was readily and conveniently available. It is also important to have direct contact with ITD staff. This is why the department and MPOs utilize many methods to reach people other than just mailing out materials. Effectively using existing technology, the department utilized the Internet to open up exciting possibilities for reaching people with the information they need and offering them new ways to interact.

The STIP process is on-going throughout the year. ITD is not content with just having people come to public meetings. Thus, the department attempts to go where the people are. Some of the methods used to obtain public involvement during the year include:

- ITD is reaching rural and metropolitan communities through numerous corridor planning efforts either recently completed or underway. This was very timely and effective in District 2.
- Distributing information about various interchange reconstruction projects at local malls and other areas with heavy traffic.
- Participation by ITD on MPO Boards and Technical Advisory Committees (TAC) and local transportation committees and coalitions.
- Weekly public meetings for major construction projects.
- Setting up informational booths at other scheduled public venues.
- Providing an easy-to-access electronic version of the draft Statewide Transportation Improvement Program for review and public comment.
- Meeting with Indian Tribal governments, civic groups and clubs.
- Attending annual meetings for the associations of cities, counties and highway districts.
- Participating with local planning agencies in their public involvement efforts.
- Include public comment from mail, e-mail, and internet interaction for people who can't attend STIP public meetings.

The majority of newspaper ads ran on either Sunday or Wednesday, depending on the newspapers printing frequency. A Spanish ad was also placed in the Idaho Unido, Idaho's Hispanic newspaper. The department placed paid advertisements in the following 19 newspapers and also issued a press release:

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Newspaper	Ad Run Date(s)
Blackfoot Morning News	Sat July 3
Bonner Bee	Sun July 4
Clearwater Tribune	Wed June 30
Coeur d'Alene Press	Sun July 4
Emmett Messenger Index	Wed June 30
Idaho County Free Press	Wed July 7
Idaho Mountain Express	Fri July 2
Idaho Press Tribune	Sun July 4
Idaho State Journal	Sun July 4
Idaho Statesman	Sun July 4
Idaho Unido	Sun July 4
Lewiston Tribune	Sun July 4
Moscow-Pullman Daily News	Sat July 3
Post Register (Idaho Falls)	Sun July 4
Rexburg Standard Journal	Sat July 3
Spokesman Review	Sun July 4
Sho-Ban News	Thu July 8
St. Maries Gazette-Record	Wed July 7
Times News (Twin Falls)	Sun July 4

DRAFT 2011-2014 STIP Available

The Idaho Transportation Board values your opinion and invites you to review and comment on the draft FY2011-2014 Statewide Transportation Improvement Program (STIP).

The draft STIP is available for public comment through August 4, 2010. It describes over \$1 billion of improvements to highway, bicycle, pedestrian, airport, and public transportation facilities and programs through the year 2014, plus the GARVEE Transportation Program.

All comments on the draft will be presented to the Idaho Transportation Board for review in August. The DRAFT STIP will be approved by the board in September.

Online access is at
itd.idaho.gov/planning/stip/index.htm

Copies are also available for review at ITD district offices in Coeur d'Alene, Lewiston, Boise, Shoshone, Pocatello and Rigby. If you would prefer a CD or hard copy of the DRAFT STIP, please contact:

Mark McNeese, Sr. Planner
Idaho Transportation Department
P.O. Box 7129, Boise, ID 83707-1129
Phone: (208) 332-7823
E-mail: TPSTIP@itd.idaho.gov

Comments will be accepted July 6—August 4, 2010!

One article was written about the STIP this year:

- July 8, 2010 – *Island Park News*—“Comments sought on transportation improvement”



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Public Involvement Activities

Each district and MPO is responsible for their own public involvement activities during the public comment period. Although the document is sent out of headquarters, it is the Senior Transportation Planner and the District Engineer in each district who communicates with their stakeholders about the plans and projects within their area. Some districts also partner with their respective MPO to support the MPO's TIP activities. Below outlines their public involvement activities that supported the FY2011-2014 STIP update:

District 1:

Starting in the late fall of 2009, the District 1 Transportation Planner notified each of the local Area Transportation Teams of the upcoming application period for the various funding programs. At the November and December meetings of the Boundary Area Transportation Team (BATT), the Bonner County Area Transportation Team (BCATT), the Kootenai County Area Transportation Team (KCATT) and the Silver Valley Area Transportation Team (SVATT) the Statewide Transportation Improvement Program yearly update cycle was explained and the local agencies were invited to submit any potential projects and/or make applications. The locals from around the district did submit a few STP applications and a few Forest Highway applications. Nearly every city in District 1 with a population of more than 250 persons and Boundary, Bonner, Kootenai and Shoshone counties are involved with the four Area Transportation Teams. Only Benewah county and the cities within the county are not involved in an Area Transportation Team.

The District 1 Transportation Planner is a member of I-way (formerly I-MAP) Local Mobility Management Networks in District 1 (1A and 1B) and advisement of the STIP update process and dates was made to each group at various network strategy meetings throughout the year. LMMN 1B participants from the city of St. Maries and Benewah county were in attendance at those meetings, although those participating were focused on transit and non-motorized mobility needs.

The Coeur d'Alene Tribe was contacted in February, 2010, to see if they had any project proposals. The Tribe did make applications for Bureau of Indian Affairs funding under the Indian Reservation Road system. The question the Tribe had was whether those projects should be shown in the STIP. The Kootenai Tribe of Idaho was contacted in May 2010, and the Tribe had no comment or projects to propose.

During the public review period of the draft STIP update in July, each Area Transportation Team was advised of the comment period and the availability of the draft STIP document on the ITD website.

District 2:

During the annual STIP planning cycle the District leadership team attended regularly scheduled local agency transportation committee meetings. District personnel actively engaged in conversations with committee membership to identify transportation needs and concerns and discuss potential solutions during this STIP cycle. Input from these committee meetings was used to guide the decision to introduce new projects to the FY 2011-2014 STIP.

Then, in coordination with the STIP's Public Involvement Period (as scheduled meetings allowed), the District leadership team presented the draft FY 2011-2014 STIP to the committees. Also during the Stakeholder Workshops for the US-95 Corridor Studies the District open the meetings up with a discussion of the FY 2011-2014 STIP. The presentations and discussions were held with the:



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- Lewis/Clark MPO on July 28;
- Moscow Transportation Commission on July 22;
- City of Moscow on July 13 (Stakeholder Workshop);
- South Latah Highway District on July 13 (Stakeholder Workshop);
- Latah County on July 13 (Stakeholder Workshop);
- Idaho County on July 12 (Stakeholder Workshop);
- City of Craigmont on July 13 (Stakeholder Workshop);
- North Highway District on July 13 (Stakeholder Workshop);
- Grangeville Highway District on July 13 (Stakeholder Workshop); and
- Lewis County on July 13 (Stakeholder Workshop).

The District leadership team will continue to engage in consultation, coordination, and cooperation with all transportation committees as this STIP cycle comes to an end and the next begins.

District 3:

Typically, District 3 staff presents the STIP, within the COMPASS MPO area, during the Call for Projects phase for the following year of the Regional Transportation Improvement Program. Meetings, in past years, have been attended in August through September with City Councils and County Commissioners.

- July 22 – Spoke with the Tribal Chairman's Office of the Shoshone Paiute Tribes of the Duck Valley Indian Reservation; and mailed a copy of the STIP and CIP for their review.
- July 28 – Regional Technical Advisory Committee of COMPASS (MPO): Both the regional TIP and STIP were discussed.

District 4:

The District 4 leadership team regularly attended scheduled local agency transportation committee meetings. Starting in the summer 2009 District personnel actively engaged in conversations with committee membership to identify transportation needs, concerns and discuss potential solutions during the current STIP update time period. Input from these committee meetings was used to guide development of the draft FY 2011-2014 STIP.

The District leadership team discussed the proposed project requests with local agency transportation committee membership. Then during the summer 2010, the District leadership team discussed the draft FY 2011-2014 STIP with committees. This time frame was in coordination with the STIP's Public Involvement Period.

Consultation and coordination were held with membership of the:

- Greater Twin Falls Transportation Committee
- Northside Transportation Committee
- Mini-Cassia Transportation Committee
- Blaine County Regional Transportation Committee

On a continuous basis the District leadership team will continue the consultation and coordination process with all transportation committees.



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District 5:

The Idaho Transportation Department, District 5, held a series of meetings covering the draft of the Statewide Transportation Improvement Program (STIP) for the fiscal years 2011-2014. During these meetings, new additions to the STIP were discussed and public input was solicited. It was explained that public comments were welcome through August 4, 2010. The dates, times, and locations for the meetings were:

- July 15, 2010, Bingham County Courthouse in Blackfoot, Idaho, 2-4 p.m.
- July 22, 2010, Division of Transportation Building, Fort Hall, Idaho. Hand delivered a copy to Transportation Planning Director Anthony Broncho at 11:00 a.m. and encouraged him to share this with the Fort Hall Business Council and to make any comments that they wish.
- July 26, 2010, Power County Highway District Building in American Falls, Idaho, 7-9 p.m.
- July 29, 2010, BLM/Interagency Fire Department Building in Soda Springs, Idaho, 10 a.m.-12 p.m.

Those present at the meetings included elected officials and professional staff from Bingham County, Power County, Bear Lake County, Oneida County, Caribou County, Franklin County, the cities of Blackfoot, Aberdeen, Atomic City, American Falls, Rockland, Georgetown, Montpelier, Malad, Soda Springs, Grace, and Preston. Multiple highway jurisdictions were also represented, including, the Power County Highway District and the Downey-Swan Lake Highway District.

District 6:

District 6 responded to media and citizen inquiries related to plans for upcoming highway, bridge and pathway/enhancement projects in eastern Idaho.

Officials also discussed roadway needs and possible solutions in open meetings with elected and appointed officials, transportation professionals and the general public. These meetings were held in:

- Rexburg, on August 12, 2009
- Salmon, on September 9, 2009
- Dubois, on October 14, 2009
- St. Anthony, on November 19, 2009
- Rigby, on April 14, 2010
- Idaho Falls, on April 28, 2010
- Arco, on May 19, 2010
- Mackay, on June 9, 2010
- Driggs, on June 16, 2010

Common themes in all of the meetings were transportation funding levels and individual community changes. Each of the nine counties served by the district was represented by one or more elected officials. During the 30-day STIP public comment period, a reference copy of the draft STIP was available at both the district and MPO offices (Rigby and Idaho Falls, respectively) and individual copies were available on request. The district received no written comments on the draft.

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Comments and Responses

There were several ways that a comment could be submitted: via mail, telephone, fax, electronic mail, or during a scheduled meeting or presentation. The majority were submitted through ITD's online comment form. Located on every page of the online Draft STIP was a mouse icon. Anytime someone wanted to make a comment, they could click on this icon to be taken directly to the Comment Form. A total of **36** comments were received this year during the 30-day comment period.

Previous year submittals are compared below:

Comment Submittals	2006	2007	2008	2009	2010	2011
GARVEE	108	9	185	0	0	0
Dist 1	52	71	7	11	9	2
Dist 2	10	11	2	9	5	4
Dist 3	45	18	17	24	16	29
Dist 4	3	0	4	13	0	0
Dist 5	18	1	0	9	1	0
Dist 6	10	311	15	11	3	1
Statewide	5	0	0	3	0	0
TOTALS	251	421	230	80	34	36

This year, the hot topic was the removal of funding to purchase right-of-way on the SH-44 and US20/26 corridors. Below outlines the hot topics from prior years:

- FY 2006 = GARVEE
- FY 2007 = Driggs Main Street Improvement Project on SH-45
- FY 2008 = I-84/10-Mile Overpass project
- FY 2009 = Request to reinstate the CMAQ/Transportation Enhancement programs
- FY 2010 = US-95, McArthur Lake Safety Improvements

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Comment Summary Sheet

C#	ITD Dist.	Name / Title	Organization	Comment Summary	Response Requested?
1	1	Tim Anderson	citizen	Requested information on needed projects for US-2 and SH-41 due to increased use	Yes
2	1	Sean Hoisington, PW Director	city of Hayden	Wondered why one of Hayen's projects was not broken out individually in the draft STIP	Yes
3	2	Jim Curtis	citizen	Requested information on several new route projects and several programmed projects	Yes
4	2	Steve Watson, Director	Lewis-Clark Valley MPO	Improvements to the intersection of US 95/12 at the Clearwater River Casino (Nez Perce Tribe) need to be included as a high priority safety project due to the high number of crashes and fatalities	Yes
5	2	Les McDonald, City Engineer	city of Moscow	Submitted varied comments on programmed projects and requested that the CMAQ and Enhancement programs be reinstated	No
6	2	Linnea Hall	VP Payette River Scenic Byway	Questions on the reconstruction of US-95 north & south of Riggins (narrow winding road)	Yes
7	3	Linnea Hall	VP Payette River Scenic Byway	Questions on the reconstruction of US-95 north & south of Riggins (narrow winding road)	Yes
8	3	Vicki Thurber, Mayor	city of Middleton	Questioned the removal of R-O-W preservation funds for the Middleton Alternative Route	Yes
9	3	Jim Curtis	citizen	Requested information on several new route projects and several programmed projects	Yes
10	3	Terry Auitable, member	McCall Improvement Committee	Commented on variable message sign in McCall city limits	Yes
11	3	Robert Youde, owner	Three Forks Gallery	Comment on variable message sign in McCall city limits	Yes
12	3	Guy Colwell	citizen	Concerned about lack of funding to rebuild the Meridian Interchange	Yes
13	3	Tory Von Wolfe, Commissioner VP	Greater Middleton Parks & Rec District	Supports the city of Middleton Alternative Route and requests funding be restored to STIP	No
14	3	Ralph Chappell	citizen	Please improve the Meridian Road overpass	Yes

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C#	ITD Dist.	Name / Title	Organization	Comment Summary	Response Requested?
15	3	Carol Coyle, Grant Coordinator	city of McCall	Unhappy with the location of the Variable Message Board	Yes
16	3	Chris Verkert	citizen	Questioned why Meridian Road Interchange was not in the STIP	Yes
17	3	Kay Coski, member	Payette River Scenic Byway Committee	Comment on variable message sign in McCall city limits	Yes
18	3	Lenny Riccio, Councilman	city of Middleton	Would like to see Middleton Alternate Route funded in STIP	No
19	3	Loni Parry, Councilman	city of Middleton	Would like to see Middleton Alternate Route funded in STIP	No
20	3	David Bieter, Mayor	city of Boise	Supports the Broadway Bridge project; commented on the Wye IC storm retention pond design; supports retaining funding for both US-20/26 & SH-44 corridor preservation	No
21	3	Toni Tisdale, Principal Planner	COMPASS	Commented on STIP/TIP discrepancies	No
22	3	Alan Mills, owner	Mills & Co Realty	Would like to see Middleton Alternate Route funded in STIP	Yes
23	3	Jared Waltman, City Council Pres	city of Middleton	Would like to see Middleton Alternate Route funded in STIP	No
24	3	Susan Rost	citizen	Commented on lack of sidewalks on SH-55 in McCall	Yes
25	3	Tammy de Weerd, Mayor	city of Meridian	Requests that the Board include funding for US 20/26 & SH-44 corridor preservation, and the Meridian IC in the STIP	No
26	3	Teri Sackman, President	Meridian Chamber of Commerce	Would like to see the Meridian IC project back in the STIP; would like to see the US 20/26 & SH-44 corridor preservation projects in the STIP	No
27	3	Bonnie Bertram, owner	The Pancake House	Opposed the location of a variable message sign within McCall city limits	No
28	3	Lori Sprattley, Councilwoman	city of Middleton	Supports SH-44 corridor preservation staying in the STIP	No
29	3	Frank McKeever, former mayor	city of Middleton	Supports SH-44 corridor preservation staying in the STIP and gave an historical perspective to support the request	No

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C#	ITD Dist.	Name / Title	Organization	Comment Summary	Response Requested?
30	3	Jim Clarke, member	McCall Improvement Committee	Opposed the location of a variable message sign within McCall city limits	No
31	3	Matt Stoll, Executive Director	on behalf of the COMPASS Board	Requests that the Board include funding for US 20/26 & SH-44 corridor preservation in the STIP	Yes
32	3	Sherry Huber, President	ACHD Commission	Requested funding of SH-44 & US-20/26 corridor preservation; supported Broadway Bridge project; supported Meridian IC project; did not like STIP project 'grouping;' requested transit projects show full cost w/match	No
33	3	Jenah Thornborrow, Administrator	Garden City Development Services	Please remove Three Cities River Crossing from STIP; Made recommendation for US 20/26 pedestrian safety improvements in Garden City	No
34	3	Michael Huffaker, Acting Mayor, Council President	city of Eagle	Requests that the Board include funding for US 20/26 & SH-44 corridor preservation in the STIP	No
35	3	Dan Krahn	citizen	Opposed the location of a variable message sign within McCall city limits	No
36	6	Darrell West, Director	Bonneville Metropolitan Planning Organization	Commented on STIP/TIP discrepancies	Yes

Mark McNeese2

From: Jason Minzghor
Sent: Wednesday, August 25, 2010 8:36 AM
To: highmountainranch@gmail.com
Cc: Mark McNeese2; Barbara Babic
Subject: D1 STIP Comment (RR) & Response_tim anderson

Timothy,

Currently there are no projects in the current Stip (Statewide Transportation Improvement Program) that addresses US-2or SH-41 thru Oldtown. For SH-41 a safety improvement project is being proposed in 2014 between milepost 7.9-39; this project may include some turn lanes at High Accident Locations(HALS). LeClerc Rd is a county road off the state highway system and Bonner County is responsible for this road. If you have any questions or concerns please contact me a (208) 772-1223.

Jason Minzghor

Project Development Engineer

District one.

----- Forwarded message -----

From: Timothy Anderson <highmountainranch@gmail.com>
Date: Tue, Jul 20, 2010 at 12:17 PM
Subject: Questions about District 1 LeClerc Road S Improvements
To: markmcneese2@itd.idaho.gov

Dear Mark,

I am writing to you regarding a small section of highway that serves a large amount of traffic but that hasn't seen improvement in years. I know our vehicle counts mirror the highway 30 counts of which Idaho is making a substantial investment. Although this road is mainly located in Washington State, it terminates in Idaho at US Highway 2 in Oldtown. The Washington State sections were updated with numerous improvements but the short Idaho segment is completely neglected. Year to year there are increasing vehicle counts, and the road is narrow and can not accomodate larger recreational vehicles and truck traffic, especially with shared use such as the substantial increases in recreational traffic including bicyclists and pedestrains rafting on the Pend Oreille River. Along the entire Idaho section there is not a single guardrail to protect motorists from going into the river.

Do you know if this section of roadway is slated for improvement anytime soon? It is a recommended sidetrip on the Selkirk Loop and while the Usk Bridge is being rebuilt, represents the only access point for 40 miles. Also do you know of any plans to construct passing lanes on Idaho 41 between Rathdrum and Oldtown?

Thank you,

Timothy Anderson

Mark McNeese2

From: Mark McNeese2
Sent: Monday, August 09, 2010 9:14 AM
To: 'Sean Hoisington'
Cc: Nathan Hesterman; Sonna Lynn Fernandez; Don Davis
Subject: D1 STIP Comment (RR) & Response_Sean Hoisington

Sean - This email will confirm what we discussed on the phone. I've talked to Nathan Hesterman and the final STIP submittal will show project KN H1230, Ramsey Road; Wyoming Ave to Lancaster Rd, as an individual project. At that point a permanent KN will have been assigned. Also, talk to Don Davis to see if either he or Glen Miles is the one to correct the financial information on the project. One of them will need to communicate with Nathan. Thank you for taking the time to review the draft STIP and best wishes on your new job as Director of Public Works for the city of Hayden.

Mark McNeese
Idaho Transportation Department
Sr. Transportation Planner
PO Box 7129
Boise Idaho 83707-1129
208-332-7823
208-334-4432 FAX
mark.mcneese2@itd.idaho.gov

From: Sean Hoisington [mailto:Sxh@deainc.com]
Sent: Wednesday, August 04, 2010 11:09 AM
To: Mark McNeese2
Subject: FW: STIP Comment for KN H1230, Ramsey Road, Wyoming Ave to Lancaster Rd

From: Sean Hoisington
Sent: Wednesday, August 04, 2010 9:35 AM
To: 'markmcneese2@itd.idaho.gov'
Cc: 'Lisa Key'
Subject: STIP Comment for KN H1230, Ramsey Road, Wyoming Ave to Lancaster Rd

Good Morning Mark:

Since the online form does not appear to be working correctly, I filled the form out on the screen and printed it to a PDF for emailing to you (see attached). I'm hoping this qualifies as an official STIP comment. The body of my comment (as you will also see in the attached) is as follows:

It appears that this project is showing up in the Capital Investment Program document but not in the Draft STIP. It seems as though it should be shown in both places as it is designated as a new route. Also, the \$651 is incorrectly designated at CN. It should be shown as PE&PC and RW.

Thanks for your help Mark!

FY 2011-2014 STIP
IT Board Comment Book
COMMENT # 2

I've also Cc'd Lisa Key, Community Development Director for the City of Hayden. She is away from her office until after the comment deadline which is why I'm commenting on behalf of the City.

Sean



Sean Hoisington, P.E.

David Evans and Associates, Inc.
663 W. Canfield Avenue
Coeur d'Alene, ID 83815

208.762.2200 Office
208.635.7102 Direct
208.691.7923 Cell
208.635.7094 Fax

Hwy 95 Mesa to New Meadows Reconstruction

There are no projects scheduled between Mesa and New Meadows (Milepost 126.115 to 160.457). The Pavement Management Program has evaluated the pavement in this segment as either "Good" or "Very Good". Typically, pavement rated as either "Poor" or "Fair" has a higher priority to be a pavement restoration project.

=====

Please contact me if you would like additional clarification to any of my responses above.

Thank you,

Mark Wasdahl

Senior Planner

Idaho Transportation Department - District 3

Office: (208) 334-8344 Fax: (208) 334-8917

Email: mark.wasdahl@itd.idaho.gov

From: Ken Helm

Sent: Monday, July 19, 2010 4:01 PM

To: 'jimcurtis93@gmail.com'

Cc: Mark McNeese2

Subject: FW: STIP comment submission from jimcurtis93@gmail.com

Jim, I am the project manager for Thorncreek to Moscow which is the second half of the Genesee to Moscow project that you referenced to below. The Idaho Transportation Department (ITD) District Two Lewiston office is currently working on the Draft Environmental Impact Statement (DEIS) for the project. The Draft DEIS went to the Federal Highway Administration (FHWA) for a review and we received their comments. District Two is currently working on a response to FHWA comments and will resubmit the Draft DEIS to FHWA once all comments have been addresses. The project is currently in the program in FY 15.

Also you mentioned Moscow to Worley and our District ends at the Benewah County Line which is a few miles north of Potlatch on US-95. We do not have any plans for major improvements on US-95 from Moscow to Benewah County line at this time. There are two Corridor study that is currently underway on US-95 from Adams County Line to Benewah County Line in District Two. If you would like to review the web sites for the studies and Thorncreek to Moscow you can do that at the www.itd.idaho.gov web site under Doing Business with ITD, Highways, Statewide Projects (Projects), North-Central Idaho. There is a place within both sites where you can make comments if you wish or please fill free to call me at (208)799-5090 if you have any questions. Ken

From: jimcurtis93@gmail.com [mailto:jimcurtis93@gmail.com]

Sent: Wednesday, July 14, 2010 1:47 PM

To: TPSTIP

Subject: STIP comment submission from jimcurtis93@gmail.com

FY 2011-2014 STIP
IT Board Comment Book
COMMENT # 3

Name: James Curtis
Title: N/A
Organization: N/A
Address: 4170 N Shamrock
City: Boise **State:** ID **Zipcode:** 83713
E-Mail: jimcurtis93@gmail.com
Phone Number: 208-322-7637
Fax Number: N/A
The customer has requested that we contact him/her by e-mail.
District: District 3
Key Number: N/A
Project Description: N/A

Comments:

I see nothing in the planning horizon that addresses I-84 Bypass Kuna Mora to Caldwell; or Hwy 95 - Indian Creek to Emmett; or Hwy 95 Little Salmon Construction/Reconstruction; Hwy 95 Mesa to New Meadows Reconstruction; Hwy 95 North Genesee to Moscow (Finishing); Moscow North to Worley.

Ken Helm

From: Ken Helm
Sent: Wednesday, August 04, 2010 6:22 AM
To: 'Steve Watson'
Cc: Mark McNeese2
Subject: FW: STIP comment submission from swatson@cityoflewiston.org

Steve, thanks for the comment. As you know ITD is working with the Tribe on this intersection and as far as I know Riedesel & Associates are back on board working on the design. Since this is a Permit issue ITD does not have a project in the STIP for this intersection and ITD's role is to review and inspection the project. I will past this comment on to ITD HQ so that it will be included in the Comment Packet that goes to the IT Board in September. Ken

From: swatson@cityoflewiston.org [mailto:swatson@cityoflewiston.org]
Sent: Tuesday, August 03, 2010 2:30 PM
To: TPSTIP
Subject: STIP comment submission from swatson@cityoflewiston.org

Name: Steven M Watson

Title: Director

Organization: Lewis Clark Valley MPO

This customer is commenting on behalf of an organization.

Address: PO Box 759

City: Asotin **State:** WA **Zipcode:** 99402

E-Mail: swatson@cityoflewiston.org

Phone Number: N/A

Fax Number: N/A

The customer has requested that we contact him/her by e-mail.

District: District 2

Key Number: N/A

Project Description: N/A

Comments:

Improvements to the intersection of US 95/12 at the Clearwater River Casino (Nez Perce Tribe) need to be included as a high priority safety project due to the high number of crashes and fatalities.

Tracking:

FY 2011-2014 STIP
IT Board Comment Book
COMMENT # 4



Heart of the Arts

Nancy J. Chaney
Mayor

Wayne Krauss
Council President

Dan Carscallen
Council Vice-President

Tim Brown
Council Member

Tom Lamar
Council Member

Sue Scott
Council Member

Walter M. Steed
Council Member

Gary J. Riedner
City Supervisor

City of Moscow, City Hall
206 East 3rd Street
P.O. Box 9203
Phone (208) 883-7000
Fax (208) 883-7018

Website: www.ci.moscow.id.us
Hearing Impaired (208) 883-7019

PALOUSE

Knowledge Corridor

August 3, 2010

Ken Helm
Senior Transportation Planner
Idaho Department of Transportation
PO Box 837
Lewiston ID 83501-0837

Re: Draft FY 2011 – 2014 Statewide Transportation Improvement Program

Dear Ken:

On behalf of the City of Moscow I have performed a review of the draft 2011-2014 Statewide Transportation Improvement Plan (STIP). After reviewing the document I have several comments on items that could be added or modified. Those comments are as follows:

1. The City of Moscow A Street project SMA-7564 is shown as a preliminary funding project for \$1,147,000. The current status of this project is that it is anticipated that final design approval for the construction documents will be obtained by the end of 2010. Environmental clearance for the project is also expected by the end of 2010 and right-of-way acquisition is anticipated to be completed by mid-2011. With this schedule the City of Moscow is recommending that the project be moved out of the preliminary category and placed within a funded column in the year 2012 or 2013. The funding amount shown for construction is representative of a fairly old cost estimate and the City can provide a new number if desired.
2. The City of Moscow Multi-Modal Transportation plan is not shown in STIP document. It does appear in the draft Capital Investment Projects document which is on the ITD website; however, it is shown as a project within Latah County not specific to the City of Moscow. It should be moved to the Moscow category within the Capital Investment Project document and should also be included within the District 2 project list within the STIP.
3. The FY 2011 Moscow School District Safe Routes to School Project is also shown in the draft Capital Investment Project document but does not appear within the draft STIP. The

RECEIVED
AUG 04 2010
DIV. OF HIGHWAYS
LEWISTON, IDAHO
STIP COMMENT

INFO	D2	ACT	SIG
DE			
DTE			
MTLS			
EPS			
DRI			
EST			
ADE			
RE-A			
RE-B			
PDE			
LRE-TPS			
RW			
MTCE			
MTCE FRMN			
ALL SHEDS			
DBM			
ALL SUPV			

FY 2011-2014 STIP
IT Board Comment Book
COMMENT # 5



project should be moved into the Moscow category within the Capital Investment Project document and should be added to the proposed STIP.

4. The City of Moscow has also obtained approval for funding of a 2011 Safe Routes to School education project and a 2013 Safe Routes to School Construction project. These two items should be included within the STIP as well.
5. In a general comment regarding the funding programs in the State of Idaho, the City of Moscow encourages the reinstatement of the Congestion Mitigation Air Quality (CMAQ) and the STP-Enhancement funding programs. Both of these programs were suspended for a three year period by the State Transportation Board, but it does not appear that they are funded anywhere within the latter years of the 2011-2015 STIP. If the three year hiatus is to end it seems that some funding for those programs should appear in either 2013 or 2014 and beyond.

The City of Moscow appreciates the opportunity to comment upon the draft Statewide Transportation Improvement Program. If you have any questions regarding these comments or need additional information please free to contact me at (208) 883-7028 or by email by lmacdonald@ci.moscow.id.us.

Sincerely,

Les MacDonald, P.E.
Director of Public Works

cc: Gary Riedner, City Supervisor
Kevin Lilly, City Engineer
Tyler Palmer, Street Manager

Ken Helm

From: Les MacDonald [lmacdonald@ci.moscow.id.us]
Sent: Tuesday, August 03, 2010 4:22 PM
To: Ken Helm
Subject: RE: STIP Introduction

Thanks, Ken.

Les M.

-----Original Message-----

From: Ken Helm [mailto:Ken.Helm@itd.idaho.gov]
Sent: Tuesday, August 03, 2010 2:49 PM
To: Les MacDonald
Subject: FW: STIP Introduction

Les, below is out of the STIP and this year they decide to group several categories in the STIP by just showing the dollar amount of each program. That is why your planning project did not show by name just by dollar amount. I hope this clears things up a little. Ken

If you were engaged in former STIP update processes you will notice some changes to the draft document this year. Most noticeable is that fewer individual highway projects are identified. The Federal Highway Administration (FHWA) and the Idaho Transportation Department (ITD) met early in 2010 with the intent of finding ways to more efficiently manage the STIP process. The major results of these discussions are summarized below:

- * Changes to routine maintenance and preservation/restoration projects that in the past have required a formal "Amendment Process" could be addressed in a more timely and less costly manner if those projects were 'grouped' by their year of expenditure instead of individually listed. Individual projects are still identified in the department's Capital Investment Program and the department will make this document available online with easy to use search features.

- * Those projects that are listed individually meet one or more of the following criteria:

- o Require some form of special reporting due to the funding source;
- o May require an environmental clearance that is above the minimal Categorical Exclusion (this would include any project with right-of-way needs); and/or
- o Contains work that is classified as an expansion to the system or may impact air quality requiring additional analysis within certain metropolitan planning areas. In these areas any locally funded project(s) identified as regionally significant would be shown individually.

Ken Helm

From: Ken Helm
Sent: Thursday, August 05, 2010 10:08 AM
To: 'mailto:gardeningangel@ctcwildblue.net'
Cc: Mark McNeese2; Jim Carpenter; Curtis Arnzen
Subject: RE: D3 STIP comment (RR) submission from gardeningangel@ctcwildblue.net

Linnea, my name is Ken Helm and I am the Senior Planner in District Two, Lewiston. I want to thank you for the comment on the section of US-95 around the city of Riggins. There were two projects one called Cox Ranch to Riggins and the other called Riggins to Goff Bridge that were in the program but because of funding cut backs they had to be removed. The District does put US-95 as a high priority and these projects will be high on the list once funding does become available. I hope this answers your concerns and I will past this comment onto our headquarters office in Boise so that it is included as a comment in The Idaho Transportation Board packet when it goes to them at the September Board meeting. Thanks again. Ken

From: Mark McNeese2 On Behalf Of TPSTIP
Sent: Thursday, August 05, 2010 9:22 AM
To: Ken Helm
Subject: FW: D3 STIP comment (RR) submission from gardeningangel@ctcwildblue.net

Another response requested via email from a comment on the STIP. Please cc me and thanks.

Mark McNeese
Idaho Transportation Department
Sr. Transportation Planner
PO Box 7129
Boise Idaho 83707-1129
208-332-7823
208-334-4432 FAX
mark.mcneese2@itd.idaho.gov

From: Mark Wasdahl
Sent: Thursday, August 05, 2010 9:15 AM
To: TPSTIP
Subject: RE: D3 STIP comment (RR) submission from gardeningangel@ctcwildblue.net

She references road segments north and south of Riggins, which are in District 2. Have you forwarded this to D2 for their comment on those segments?

Mark Wasdahl
Senior Planner
Idaho Transportation Department - District 3
Office: (208) 334-8344 Fax: (208) 334-8917
Email: mark.wasdahl@itd.idaho.gov

From: Mark McNeese2 On Behalf Of TPSTIP
Sent: Thursday, August 05, 2010 9:03 AM
To: Mark Wasdahl
Subject: FW: D3 STIP comment (RR) submission from gardeningangel@ctcwildblue.net

A new comment requesting an email response, subject not seen before. Please cc me

FY 2011-2014 STIP
IT Board Comment Book
COMMENT # 6

Mark McNeese
Idaho Transportation Department
Sr. Transportation Planner
PO Box 7129
Boise Idaho 83707-1129
208-332-7823
208-334-4432 FAX
mark.mcneese2@itd.idaho.gov

From: gardeningangel@ctcwildblue.net [mailto:gardeningangel@ctcwildblue.net]
Sent: Wednesday, August 04, 2010 7:36 AM
To: TPSTIP
Subject: D3 STIP comment (RR) submission from gardeningangel@ctcwildblue.net

Name: Linnea Hall
Title: Vice President
Organization: Payette River Scenic Byway
Address: 4220 Hwy. 95
City: New Meadows **State:** Id **Zipcode:** 83654
E-Mail: gardeningangel@ctcwildblue.net
Phone Number: N/A
Fax Number: N/A

The customer has requested that we contact him/her by e-mail.

District: District 3
Key Number: N/A
Project Description: N/A

Comments:

Cut trees that are withing highway right-a-way. As are safety issues, and have caused accidents to be fatal upon vehicle hiting a tree as the run off the edge of the road way. Fix 95 between Smokey Boulder Bridge north of New Meadows to where it connects with the new section fixed several years ago. Fix the small piece south of Riggins, and the small piece north of Riggins.

Tracking:

Mark McNeese2

From: Mark Wasdahl
Sent: Thursday, August 05, 2010 12:29 PM
To: gardeningangel@ctcwildblue.net
Subject: D3 STIP Comment (RR) & Response_Linnea Hall

Thank you for taking the time to review and comment on the DRAFT FY2011-2014 State Transportation Improvement Program.

I will address the first two of your comments and leave those regarding sections of US 95 south and north of Riggins to be answered by a representative from District 2. Regarding trees within the highway right-of-way (ROW), ITD actively manages vegetation within its ROW. However, that ROW may be of limited width and/or be an easement/withdrawal with restrictions from the owner. Highways passing through Forest Service lands are a prominent example of ROW containing logging restrictions. ITD is prepared to review specific locations for clear zone issues upon request.

Regarding the request to "fix US 95 between Smokey Boulder Bridge north of New Meadows to where it connects with the new section fixed several years ago", there is a project scheduled for 2012 to restore pavement from Smokey Boulder Road to Hazard Creek Bridge. It is identified as Key Number 11572 from mileposts 171 to 176.55. The STIP has grouped all pavement projects but the individual pavement projects are separately identified within the Capital Improvement Plan (CIP). An internet link to the CIP is provided immediately below:

http://www.itd.idaho.gov/planning/stip/CIP_Sorted.htm

Please contact me directly if you would like any additional details.

Thank you,

Mark Wasdahl

Senior Planner

Idaho Transportation Department - District 3

Office: (208) 334-8344 Fax: (208) 334-8917

Email: mark.wasdahl@itd.idaho.gov

From: gardeningangel@ctcwildblue.net [mailto:gardeningangel@ctcwildblue.net]
Sent: Wednesday, August 04, 2010 7:36 AM
To: TPSTIP
Subject: D3 STIP comment (RR) submission from gardeningangel@ctcwildblue.net

Name:	Linnea Hall	
Title:	Vice President	
Organization:	Payette River Scenic Byway	
Address:	4220 Hwy. 95	
City: New Meadows	State: Id	Zipcode:

FY 2011-2014 STIP
IT Board Comment Book
COMMENT # 7

E-Mail: gardeningangel@ctcwildblue.net

Phone Number: N/A

Fax Number: N/A

The customer has requested that we contact him/her by e-mail.

District: District 3

Key Number: N/A

Project Description: N/A

Comments:

Cut trees that are withing highway right-a-way. As are safety issues, and have caused accidents to be fatal upon vehicle hitting a tree as the run off the edge of the road way. Fix 95 between Smokey Boulder Bridge north of New Meadows to where it connects with the new section fixed several years ago. Fix the small piece south of Riggins, and the small piece north of Riggins.



CITY OF MIDDLETON

P.O. Box 487 • 6 N. Dewey • Middleton, ID 83644 • (208) 585-3133 • Fax (208) 585-9601

July 29, 2010

Dave Jones, P.E., District Engineer
Idaho Transportation Department
8150 Chinden Blvd.
P.O. Box 8028
Garden City, ID 83707-8028

Re: State Highway 44 Corridor Preservation

Dear Mr. Jones:

Thank you for your letter dated June 16, 2010. The City of Middleton recognizes the limited funding constraints that the State of Idaho is dealing with. However, the City through Compass as the MPO and with the support of ITD has been actively planning for the alternate route improvement for more than 10 years. Over that period, Middleton has been reassured that funds for right-of-way preservation would be available when the environmental document is completed. It was after that commitment and after meeting with both ITD and Federal Highway Administration representatives on site about the corridor preservation request that ITD elected to expand the environmental study to include the entire Highway 44 corridor.

As I am sure you are aware, the federal rules require that the STIP be consistent with MPO area TIPs. Before the STIP is amended to reflect a project related change in the MPO area, the TIP must also be amended. The City understands that the STIP mirrors the TIP. Where is the authority for Idaho Transportation Department (ITD) or District 3 to do this in isolation from the partnership between the MPO and State? The City of Middleton which has representatives on the Compass Board and is involved in several committees has never been informed of the process or decision for amending or dropping the project. Why have those of us that belong to the MPO been alienated from the decision process? What was the process that ITD went through in order to make this recommendation?

Your timely response is most appreciated.

Sincerely,

Vicki Thurber, Mayor

cc: Sonna Lynn Fernandez
Mark McNeese
Matt Stoll
City of Eagle

Mark McNeese2

From: Mark McNeese2 on behalf of TPSTIP
Sent: Tuesday, August 10, 2010 9:37 AM
To: Mark McNeese2
Subject: D2_3 STIP Comment (RR) & Response_Jim Curtis

Thank you for your comments which I will address below. I understand that the “Indian Creek to Emmett” question has already been discussed and that Ken Helm, District 2 Planner, will address the “North Genessee to Moscow; Moscow to Worley” questions.

I-84 By-Pass Kuna Mora to Caldwell

This corridor has been studied by both Ada County Highway District (ACHD) and Nampa Highway District No. 1. A report was produced by ACHD in their Kuna-Mora Road Corridor Study, Phase 1. Please click on the following link to view the project web page on the internet:

<http://www.achd.ada.id.us/Projects/PublicProject.aspx?ProjectID=79>

A follow-on Phase II Study was put on hold due to budget constraints within ACHD. The decision to postpone additional study work by the project consultant was the result of a vote by ACHD Commissioners at their April 15, 2009, Commission meeting. Please click on the following link to view this project’s web page on the internet:

<http://www.achd.ada.id.us/Projects/PublicProject.aspx?ProjectID=127>

Project updates from the Canyon County portion of this corridor are available at the following link:

http://www.nampahighway1.com/index_files/PROJECTUPDATES.htm

One observation found, on page 14, in the ACHD Phase I study was that Kuna-Mora Road would primarily function as a local road:

“The pattern of forecast traffic volumes through the corridor suggests that the vast majority of traffic directly results from development of the planned communities along the corridor.”

Currently, no final roadway alignment has been decided upon. Until there is a roadway alignment, it is unlikely that any projects will appear in the STIP.

=====

Hwy 95 Little Salmon Construction/Reconstruction

Pavement projects have been grouped within the STIP but appear individually within the Capital Investment Plan (CIP). The CIP may be viewed at the following link:

http://www.itd.idaho.gov/planning/stip/CIP_Sorted.htm

There is a project under Key Number 11572 for pavement restoration between Smokey Boulder Road to Hazard Creek Bridge (Milepost 171 to 176.55) scheduled for 2012. There is also a project under Key Number H3100 for pavement repairs between Black Bear Road to Little Salmon River Bridge (Milepost 170 to 182.415) scheduled for 2013.

=====

Hwy 95 Mesa to New Meadows Reconstruction

There are no projects scheduled between Mesa and New Meadows (Milepost 126.115 to 160.457). The Pavement Management Program has evaluated the pavement in this segment as either "Good" or "Very Good". Typically, pavement rated as either "Poor" or "Fair" has a higher priority to be a pavement restoration project.

=====

Please contact me if you would like additional clarification to any of my responses above.

Thank you,

Mark Wasdahl

Senior Planner

Idaho Transportation Department - District 3

Office: (208) 334-8344 Fax: (208) 334-8917

Email: mark.wasdahl@itd.idaho.gov

From: Ken Helm
Sent: Monday, July 19, 2010 4:01 PM
To: 'jimcurtis93@gmail.com'
Cc: Mark McNeese2
Subject: FW: STIP comment submission from jimcurtis93@gmail.com

Jim, I am the project manager for Thorncreek to Moscow which is the second half of the Genesee to Moscow project that you referenced to below. The Idaho Transportation Department (ITD) District Two Lewiston office is currently working on the Draft Environmental Impact Statement (DEIS) for the project. The Draft DEIS went to the Federal Highway Administration (FHWA) for a review and we received their comments. District Two is currently working on a response to FHWA comments and will resubmit the Draft DEIS to FHWA once all comments have been addresses. The project is currently in the program in FY 15.

Also you mentioned Moscow to Worley and our District ends at the Benewah County Line which is a few miles north of Potlatch on US-95. We do not have any plans for major improvements on US-95 from Moscow to Benewah County line at this time. There are two Corridor study that is currently underway on US-95 from Adams County Line to Benewah County Line in District Two. If you would like to review the web sites for the studies and Thorncreek to Moscow you can do that at the www.itd.idaho.gov web site under Doing Business with ITD, Highways, Statewide Projects (Projects), North-Central Idaho. There is a place within both sites where you can make comments if you wish or please fill free to call me at (208)799-5090 if you have any questions. Ken

From: jimcurtis93@gmail.com [mailto:jimcurtis93@gmail.com]
Sent: Wednesday, July 14, 2010 1:47 PM
To: TPSTIP
Subject: STIP comment submission from jimcurtis93@gmail.com

Name: James Curtis

Title: N/A

Organization: N/A

Address: 4170 N Shamrock

City: Boise **State:** ID **Zipcode:** 83713

E-Mail: jimcurtis93@gmail.com

Phone Number: 208-322-7637

Fax Number: N/A

The customer has requested that we contact him/her by e-mail.

District: District 3

Key Number: N/A

Project Description: N/A

Comments:

I see nothing in the planning horizon that addresses I-84 By-Pass Kuna Mora to Caldwell; or Hwy 95 - Indian Creek to Emmett; or Hwy 95 Little Salmon Construction/Reconstruction; Hwy 95 Mesa to New Meadows Reconstruction; Hwy 95 North Genessee to Moscow (Finishing); Moscow North to Worley.

Mark McNeese2

From: Mark Wasdahl
Sent: Monday, August 09, 2010 1:51 PM
To: 'rpa-taa@citlink.net'
Subject: D3 STIP Comment (RR) & Response_Terry Avitable

Thank you for taking the time to review and comment on the DRAFT FY2011-2014 State Transportation Improvement Program.

ITD has been in communication with City of McCall staff to locate a Digital Message Sign (DMS) whose purpose is to alert southbound travelers from McCall of either closed or hazardous road conditions ahead on Idaho 55. The intention is to recommend US 95 as an alternate route in those circumstances. The DMS should be located in the vicinity of McCall to minimize what would be out-of-direction travel for those who choose to travel on US 95 instead, and be in the immediate vicinity of a road network that will permit vehicles to change direction from southbound to northbound with minimum conflict and distance traveled.

The location of a temporary VMS on the nearside, southbound, intersection at Deinhard Lane over Memorial Day weekend was a test. This location was selected to offer a turn at Deinhard for traffic redirecting to US 95. The next test, scheduled for Labor Day weekend, will be approximately two miles south of the city limits.

ITD will continue to work with City of McCall staff to determine the best location for a sign.

Please contact me directly if you would like to discuss this further.

Thank you,

Mark Wasdahl

Senior Planner
Idaho Transportation Department - District 3
Office: (208) 334-8344 Fax: (208) 334-8917
Email: mark.wasdahl@itd.idaho.gov

From: rpa-taa@citlink.net [mailto:rpa-taa@citlink.net]
Sent: Tuesday, August 03, 2010 8:43 AM
To: TPSTIP
Subject: STIP comment submission from rpa-taa@citlink.net

Name:	Terry Avitable
Title:	member
Organization:	McCall Improvement Committee
Address:	306 Edgewood

FY 2011-2014 STIP
IT Board Comment Book
COMMENT # 10

City: McCall **State:** ID **Zipcode:** 83638

E-Mail: rpa-taa@citlink.net

Phone Number: N/A

Fax Number: N/A

The customer has requested that we contact him/her by e-mail.

District: District 3

Key Number: N/A

Project Description: Dynamic sign at MP 143

Comments:

How could you possibly THINK about an ugly sign, after we worked SO hard to make the 4 corners so beautiful?? Shame on you!!

Mark McNeese2

From: Mark Wasdahl
Sent: Friday, August 06, 2010 4:53 PM
To: Jim Morrison (Const); Gary Moles; Jeff Morf
Cc: Mark McNeese2; Sonna Lynn Fernandez
Subject: D3 STIP comment (RR) & Respnse_Bob Youde

FYI

From: Bob [mailto:bob@threeforksgallery.com]
Sent: Friday, August 06, 2010 4:50 PM
To: Mark Wasdahl
Cc: 'Bradley Kraushaar'; 'Lindley Kirkpatrick'; 'Michelle Groenevelt'; 'Don Bailey'; ccoyle@mccall.id.us
Subject: RE: STIP comment submission from bob@threeforksgallery.com

Mr Wasdahl - thank you for your courtesy in considering and responding to my comments regarding the proposed traffic conditions sign in McCall. I served on the McCall planning and zoning commission for several years, during which time the citizens of McCall spent extraordinary personal and city staff time in enacting comprehensive plan and sign ordinances and scenic route/design review standards. The efforts to maintain and upgrade the scenic assets of the McCall area, and to set both standards for new developments and ordinances for healing old eyesores and public nuisances, is a core value in the city and has wide support. The bottom line is that the test sign used by ITD recently does not conform with any of those values, and would not be approvable under local ordinance and specifications – further, it is an insensitive (at best) affront by a state agency to local values. I urge you to reconsider. As a somewhat comparable circumstance, I would point out the traffic info sign on Highway 55 northbound from Boise, located several miles north of the State Street intersection – it is not located on Hwy 55 in urban Eagle or in any part of the urban stretch of State Street in Boise – it is located several miles north outside the urban area, serves its purposes in providing traffic and highway condition, and does not offend the folks it is designed to serve and inform. In McCall, please also note that the city impact area designation extends two to three miles south of the City along Hwy 55, and both the city and the county have regularly discussed maintaining and preserving the scenic corridor from McCall to Lake Fork – I suspect that your plan to relocate the sign only two miles further south will not be gladly received by the county either. I respectfully repeat my suggestion that this permanent sign is overplanned and overpriced, and that if critical it should be relocated south of Donnelly to have its maximum impact and inform the greatest number of Hwy 55 drivers, indeed, there is a turnaround option south of Donnelly for drivers to use Loomis/Farm to Market Road as an alternative to either bypass a limited obstruction or to turn back northbound. Thank you for your time and response. Bob Youde

From: Mark Wasdahl [mailto:Mark.Wasdahl@itd.idaho.gov]
Sent: Friday, August 06, 2010 3:31 PM
To: 'bob@threeforksgallery.com'
Subject: RE: STIP comment submission from bob@threeforksgallery.com

Thank you for taking the time to review and comment on the DRAFT FY2011-2014 State Transportation Improvement Program.

ITD has been in communication with City of McCall staff to locate a Digital Message Sign (DMS) whose purpose is to alert southbound travelers from McCall of either closed or hazardous road conditions ahead on Idaho 55. The intention is to recommend US 95 as an alternate route in those circumstances. The DMS should be located in the vicinity of McCall to minimize what would be out-of-direction travel for those who choose to travel on US 95 instead, and be in the immediate vicinity of a road network that will permit

vehicles to change direction from southbound to northbound with minimum conflict and distance traveled.

The location of the temporary VMS on the nearside, southbound, intersection at Deinhard Lane over Memorial Day weekend was a test. This location was selected to offer a turn at Deinhard for traffic redirecting to US 95. The next test, scheduled for Labor Day weekend, will be approximately two miles south of the city limits.

ITD will continue to work with City of McCall staff to determine the best location for this sign.

Please contact me directly if you would like to discuss this further.

Thank you,

Mark Wasdahl

Senior Planner

Idaho Transportation Department - District 3

Office: (208) 334-8344 Fax: (208) 334-8917

Email: mark.wasdahl@itd.idaho.gov

From: bob@threeforksgallery.com [mailto:bob@threeforksgallery.com]

Sent: Friday, August 06, 2010 1:01 PM

To: TPSTIP

Subject: STIP comment submission from bob@threeforksgallery.com

Name: Robert Youde
Title: owner/partner
Organization: Three Forks Gallery - McCall
Address: PO Box 1637
City: McCall, **State:** ID **Zipcode:** 83638
E-Mail: bob@threeforksgallery.com
Phone Number: 208-634-1707
Fax Number: N/A
The customer has requested that we contact him/her by e-mail.
District: District 3
Key Number: N/A
Project Description: McCall traffic signage

Comments:

I am very much opposed to the ITD proposal to place a large

traffic conditions sign within the city of McCall on Highway 55 southbound. This large gaudy tasteless sign (as proposed) would directly violate the city improvement efforts and signs ordinances in McCall. If the sign is determined to be absolutely critical and necessary, and worth \$115,000 (!!), I respectfully recommend that it be located south of Donnelly in the rural interface, where it will be informative to the largest number of drivers, including our Tamarack resort neighbors. Putting this sign in Call is an affront to the city beautification efforts here, and I will urge the City Council to vigorously oppose it. Thank You.

No virus found in this incoming message.

Checked by AVG - www.avg.com

Version: 9.0.851 / Virus Database: 271.1.1/3054 - Release Date: 08/06/10 01:37:00

Mark McNeese2

From: Guy Colwell [guy.choa@yahoo.com]
Sent: Friday, August 06, 2010 4:51 PM
To: TPSTIP
Subject: D3 STIP Comment (RR) & Response_Guy Colwell

Thanks for the response. I was mistakenly informed that the Meridian Interchange was originally apart of the Garvee fund. My bad.

I do hope that the Meridian Interchange rebuild is funded soon. It does not make sense for I-84 to be expanded - capable of 4 lanes both East and West of the Interchange - when the highway directly under the interchange has to be a diverted 3 lane system because of the old pillar support design of the bridge.

Thanks again.
Guy

--- On Fri, 8/6/10, TPSTIP <tpstip@itd.idaho.gov> wrote:

From: TPSTIP <tpstip@itd.idaho.gov>
Subject: RE: D3 STIP comment (RR) from guy.choa@yahoo.com
To: "'guy.choa@yahoo.com'" <guy.choa@yahoo.com>
Date: Friday, August 6, 2010, 8:46 PM

Guy – thank you for your interest in Idaho's transportation projects and taking the time to submit your comment. I made numerous phone calls and feel like I have enough background information from within ITD to answer your questions concerning the Meridian Interchange project. This project was never included in the original 2004 scope of GARVEE that the Legislature approved. ITD staff does not lobby for GARVEE project expansion, we only assist in managing those projects that the Idaho Transportation Board and Idaho Legislature approve. Of interest to you would be the current attempt to include this project as a submittal for funding through the federal government's TIGER II stimulus program. You can get more information on that process by contacting Toni Tisdale at COMPASS (855-2558 ext. 258; ttisdale@compassidaho.org). Please contact me if I can be of further assistance.

Mark McNeese

Idaho Transportation Department

Sr. Transportation Planner

PO Box 7129

Boise Idaho 83707-1129

208-332-7823

208-334-4432 FAX

mark.mcneese2@itd.idaho.gov

From: guy.choa@yahoo.com [mailto:guy.choa@yahoo.com]
Sent: Wednesday, August 04, 2010 4:44 PM
To: TPSTIP
Subject: D3 STIP comment (RR) from guy.choa@yahoo.com

Name: Guy Colwell
Title: N/A
Organization: N/A
Address: 1030 N Manship Ave
City: Meridian **State:** Id **Zipcode:** 83642
E-Mail: guy.choa@yahoo.com
Phone Number: 208-608-5553
Fax Number: N/A
The customer has requested that we contact him/her by e-mail.
District: Garvee
Key Number: N/A
Project Description: Meridian Interchange

Comments:

It is my understanding that the rebuild of the Meridian Road interchange bridge over I-84 is now not apart of the Garvee funds. I don't understand this. This interchange needs to be rebuilt. With all of the work going to widen and improve the highway out to Nampa, you still have a bridge that has two central pillars and not one. This causes the lanes on the highway to be routed around the pillars, limiting the highway to a max of 3 lanes in each direction. This does not make sense from a development standpoint. I would like to lend my voice to this concern. Please add the Meridian Interchange rebuild back to the Garvee funded list of projects. Guy



IDAHO TRANSPORTATION DEPARTMENT

P.O. Box 8028
Boise, ID 83707-2028

(208) 334-8300
itd.idaho.gov

August 26, 2010

Tory Von Wolfe
10880 Galloway Road
Middleton, ID 83644

RE: Middleton Alternate Route

Dear Ms. Von Wolfe:

Thank you for your letter received August 2, 2010. Idaho Transportation Department (ITD) appreciates your comments on the draft FY 2011-2014 Statewide Transportation Improvement Program (STIP).

Currently, available funding, primarily through the Federal Highway Trust Fund and the State Highway Distribution Account, is inadequate to meet all of the projects necessary to both maintain and expand the highway system. At the State level, the Governor's Task Force on Modernizing Transportation Funding is developing recommendations for sustainable road and bridge funding with a final report due no later than December 1, 2010. Information is available on-line through the following link: <http://itd.idaho.gov/taskforce/>. At the Federal level, the last funding authorization bill, SAFETEA-LU, expired two years ago and has been maintained by continuing resolutions. Under SAFETEA-LU, for every \$1.00 of Federal gasoline and diesel taxes collected in Idaho, the State received back \$1.57. It is possible this favorable exchange may not be continued when the next authorization bill is passed.

ITD has a priority list in project funding (OPRE): operations, preservation, rehabilitation and finally expansion. Regrettably, the SH-44 Corridor Preservation item is considered an expansion project and funding, outside of GARVEE, is not sufficient to fund expansion projects at this time. This is why ITD recommended removal of both the State Highway 44 and U.S. 20/26 corridor preservation projects in the draft STIP.

All comments on the draft STIP will be presented to the ITD Board for consideration this September. Please contact me directly at 334-8344 if you have any questions.

Sincerely,

A handwritten signature in black ink that reads 'Mark Wasdahl'.

Mark Wasdahl
District 3 Senior Planner

Mark Wasdahl
SR. Transportation Planner
ITD, District 3
PO Box 8028
Boise, ID 83707

Please CC

Matt Stoll
Executive Director
COMPASS
800 S. Industry Way
Meridian, ID 83642

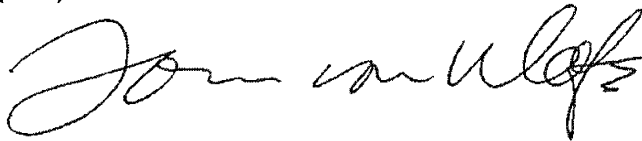
On Jul 26, 2010, at 10:52 PM, tory wolfe foto wrote:
Hello Lori,

I support efforts to see the bypass around Middleton go forward. Although I do not understand the specifics of how the project was removed from the list of projects, but that is wrong.

I support the City Council's efforts to protest this action and demand redress from the State Offices that removed our project from the list.

Tory Von Wolfe 10880 Galloway Rd., Middleton, Idaho 83644
Comissioner Vice President. Greater Middleton Park & Recreation District

(208) 585-9217



RECEIVED
AUG 02 2010
DIST. NO. 9
DIVISION OF HIGHWAYS

Mark McNeese2

From: Mark Wasdahl
Sent: Friday, August 06, 2010 3:10 PM
To: 'ramaca@earthlink.net'
Subject: D3 STIP comment (RR) & Response_Ralph Chappell

Thank you for taking the time to review and comment on the DRAFT FY2011-2014 State Transportation Improvement Program.

The absence of the Meridian Road Interchange project from the STIP reflects the policy of the Idaho Transportation Board to fund in order of priority: operations, preservation, rehabilitation, and then expansion. As an expansion project, the Meridian Road Interchange has not been funded so that current funds may be committed to taking care of the existing transportation system.

ITD has unsuccessfully applied for stimulus grant funding through the U.S. Department of Transportation Tiger program earlier this year for the Meridian Road Interchange. ITD will be submitting, by August 23, another application for a second round of stimulus grant funding through the U.S. Department of Transportation Tiger 2 program. Selected Tiger 2 grant applications are scheduled to be awarded on September 15, 2010. These grant funding efforts remain outside the STIP program unless/until funding is awarded.

ITD will continue to seek funding for the Meridian Road Interchange project to remove bottlenecks on both the Interstate and on Meridian Road.

Please contact me directly if you would like to discuss this further.

Thank you,

Mark Wasdahl

Senior Planner

Idaho Transportation Department - District 3

Office: (208) 334-8344 Fax: (208) 334-8917

Email: mark.wasdahl@itd.idaho.gov

From: ramaca@earthlink.net [mailto:ramaca@earthlink.net]
Sent: Wednesday, August 04, 2010 4:20 PM
To: TPSTIP
Subject: D3 STIP comment (RR) submission from ramaca@earthlink.net

Name:	Ralph Chappell	
Title:	N/A	
Organization:	N/A	
Address:	1899 South Swan Avenue	
City: Meridian	State: Id	Zipcode: 83642
E-Mail:	ramaca@earthlink.net	

FY 2011-2014 STIP
IT Board Comment Book
COMMENT # 14

Phone Number: 208-855-5941

Fax Number: N/A

The customer has requested that we contact him/her by e-mail.

District: District 3

Key Number: N/A

Project Description: Meridian Road Overpass on I-84

Comments:

The Meridian Road overpass is in dire need of expansion. This road is unsafe for pedestrians and bicyclists. The time has come to redo this overpass. Both the north and south ends have multiple lanes that get squeezed down to get over the interstate. I travel this road several times during the week and I always get concerned with the traffic being squeezed to the narrow roadway. Whatever it takes to get this on the schedule will be greatly appreciated.

Ralph

Mark McNeese2

From: Mark Wasdahl
Sent: Friday, August 06, 2010 2:23 PM
To: 'ccoyle@mccall.id.us'
Subject: D3 STIP comment (RR) & Response_Carol Coyle

Thank you for taking the time to review and comment on the DRAFT FY2011-2014 State Transportation Improvement Program.

ITD has been in communication with City of McCall staff to locate a Digital Message Sign (DMS) whose purpose is to alert southbound travelers from McCall of either closed or hazardous road conditions ahead on Idaho 55. The intention is to recommend US 95 as an alternate route in those circumstances. The DMS should be located in the vicinity of McCall to minimize what would be out-of-direction travel for those who choose to travel on US 95 instead, and be in the immediate vicinity of a road network that will permit vehicles to change direction from southbound to northbound with minimum conflict and distance traveled.

The location of the temporary VMS on the nearside, southbound, intersection at Deinhard Lane over Memorial Day weekend was a test. This location was selected to offer a turn at Deinhard for traffic redirecting to US 95. The next test, scheduled for Labor Day weekend, will be approximately two miles south of the city limits.

ITD will continue to work with City of McCall staff to determine the best location for this sign.

Please contact me directly if you would like to discuss this further.

Thank you,

Mark Wasdahl

Senior Planner

Idaho Transportation Department - District 3

Office: (208) 334-8344 Fax: (208) 334-8917

Email: mark.wasdahl@itd.idaho.gov

From: ccoyle@mccall.id.us [mailto:ccoyle@mccall.id.us]
Sent: Monday, August 02, 2010 4:25 PM
To: TPSTIP
Subject: D3 STIP comment (RR) submission from ccoyle@mccall.id.us

Name:	Carol Coyle
Title:	Grant Coordinator
Organization:	City of McCall
Address:	216 E. Park Street
City:	McCall
State:	ID
Zipcode:	83402

FY 2011-2014 STIP
IT Board Comment Book
COMMENT # 15

E-Mail: ccoyle@mccall.id.us

Phone Number: N/A

Fax Number: N/A

The customer has requested that we contact him/her by e-mail.

District: District 3

Key Number: N/A

Project Description: MP 143 Dynamic Sign-McCall

Comments:

Please determine a suitable location for the proposed highway information sign other than Deinhard Lane. If you remember, that location was the site of a TE project, The Four Corners. A large, permanent, flashing sign will do nothing to enhance that area, and will serve as a distraction from area businesses, as well as divert a driver's attention in a busy commercial corridor. McCall residents and business owners work hard to improve the appearance of the town, and the sign will certainly negatively affect the appearance.

Mark McNeese2

From: Mark McNeese2 on behalf of TPSTIP
Sent: Thursday, August 05, 2010 1:18 PM
To: 'chris_verkerk@msn.com'
Cc: 'Toni Tisdale'
Subject: D3 STIP Comment (RR) & Response _Chris Verkerk

Chris – thank you for your interest in Idaho's transportation projects and taking the time to submit your comment. I made numerous phone calls and feel like I have enough background information from within ITD to answer your questions concerning the Meridian Interchange project. This project was never included in the original 2004 scope of GARVEE that the Legislature approved. ITD staff does not lobby for GARVEE project expansion, we only assist in managing those projects that the Idaho Transportation Board and Idaho Legislature approve. Of interest to you would be the current attempt to include this project as a submittal for funding through the federal government's TIGER II stimulus program. You can get more information on that process by contacting Toni Tisdale at COMPASS (855-2558 ext. 258; ttisdale@compassidaho.org). Please contact me if I can be of further assistance.

Mark McNeese
Idaho Transportation Department
Sr. Transportation Planner
PO Box 7129
Boise Idaho 83707-1129
208-332-7823
208-334-4432 FAX
mark.mcneese2@itd.idaho.gov

From: chris_verkerk@msn.com [mailto:chris_verkerk@msn.com]
Sent: Wednesday, August 04, 2010 4:48 PM
To: TPSTIP
Subject: D3 STIP comment (RR) submission from chris_verkerk@msn.com

Name:	Chris Verkerk	
Title:	N/A	
Organization:	N/A	
Address:	1014 N Manship Ave	
City: Meridian	State: ID	Zipcode: 83642
E-Mail:	chris_verkerk@msn.com	
Phone Number:	208-891-0867	
Fax Number:	N/A	

The customer has requested that we contact him/her by e-mail.

District:	District 3
Key Number:	

Project Description:

Meridian Road/I84 Interchange

Comments:

To whom it may concern, After review of your draft proposal, I notice there is one project that is missing. I vaguely remember that the Meridian Road Interchange Bridge at I-84 was to be replaced and improved using Garvee funding, although that project was pushed back or canceled altogether due to funding. I see no mention of addressing the congestion issues with this dated bridge and roadway. I would highly recommend that funding is sought to not only improve this piece of roadway, but to ultimately replace the Meridian Road Bridge to allow for 8 lane highway under the bridge and for additional lanes for the very busy and demanding interchange. Please consider seeking Garvee funding to replace this bridge and improve traffic flow, and safety at this interchange. Respectfully, Chris Verkerk

From: kay.coski@id.nacdn.net
Sent: Thursday, August 05, 2010 8:54 AM
To: TPSTIP
Subject: D3 STIP comment (NRR)_Kay Coski

Name: Kay Coski
Title: Local resident
Organization: Payette River Scenic Byway Committee
Address: PO Box 34
City: Donnelly **State:** ID **Zipcode:** 83615
E-Mail: kay.coski@id.nacdn.net
Phone Number: (208) 382-3317
Fax Number: (208) 382-2903

The customer has requested that we do not contact him/her.

District: District 3
Key Number: N/A
Project Description: McCall, ID

Comments:

RE: Proposed Dynamic Message Sign in McCall, ID to be located near the Four Corners (traffic light) Please reconsider location of placement of this Dynamic Message Sign alerting travelers of heavy traffic ahead. For public safety and drivers distractions caused by this busy intersection - this would add one more distraction for drivers traveling Hwy 55. For example this spring I was driving about a block from this location - when a grade school student darted across the highway in front of me - he did not look behind him to see if there was oncoming traffic. I had time to hit the brakes but if I would have been looking at a warning sign, I may not have had that split second to hit the brakes. Please reconsider a location further to the south end of McCall on Hwy 55 where there isn't as much traffic and for example fewer kids riding bikes home from school. Thank you for your consideration. Respectfully submitted, Kay Coski



IDAHO TRANSPORTATION DEPARTMENT

P.O. Box 8028
Boise, ID 83707-2028

(208) 334-8300
itd.idaho.gov

August 24, 2010

Lenny Riccio
Middleton City Council
PO Box 487
Middleton, ID 83644

RE: Middleton Alternate Route – removal from STIP

Dear Mr. Riccio:

Thank you for your letter dated July 30, 2010. Idaho Transportation Department (ITD) appreciates your comments on the draft FY 2011-2014 Statewide Transportation Improvement Program (STIP).

ITD is committed to best utilizing limited funds. Regrettably, this means some projects that had been programmed must be removed at this time and associated funding used to preserve the existing system through a priority list of: operations, preservation, rehabilitation and then expansion. This is why ITD recommended removal of both the State Highway 44 and U.S. 20/26 corridor preservation projects in the draft STIP.

All comments on the draft STIP will be presented to the ITD Board for consideration this September. Please contact me directly at 334-8344 if you have any questions.

Sincerely,

A handwritten signature in cursive script that reads 'Mark Wasdahl'.

Mark Wasdahl
District 3 Senior Planner

Mark Wasdahl
SR. Transportation Planner
ITD District 3
PO Box 8028
Boise ID 83707

RE: Middleton Alternate Route - removal from STIP

Dear Mr. Wasdahl,

The City of Middleton is very concerned regarding the removal of funding for the Middleton Alternate Route, State Highway 44 from the STIP.

Hwy 44 is classified as a principal arterial designed to carry high volumes of traffic at fast speeds. With the current location of Hwy 44 through the Middleton down town the Highway ceases to meet the classification intentions.

Middleton is a growing City and has doubled in size within the past 10 years. Middleton is expected to grow by leaps and bounds and has recently annexed about 30 acres in western Middleton abutting Hwy 44. With current and future development requests this will put a strain upon Hwy 44. However, we have an opportunity to address this by planning for the future.

Middleton City has been very proactive in planning for the future. The alternate route has been planned for more than a decade through designation on our Comprehensive Plan, preservation of the right-of-way through development agreements, and coordination with ITD and other agencies. ITD, Middleton City, and other agencies have spent large amounts of resources in holding public hearings, conducting environmental impact studies, and other costs related to this project.

The alternate route was received well by the public and has been properly planned for by all agencies involved. Unfortunately, the development agreements that preserve the alternate route corridor will sunset very soon making this a time sensitive matter.

During the housing boom it should be learned that planning for the future is needed to address the development impacts in the Treasure Valley. I understand that ITD is interested in expanding current infrastructure but the fact of the matter is, if there is no state funding for the right of way acquisition of the Hwy 44 Alternate Route there will never be a bypass around Middleton Downtown which will create a huge strain for current and future Middleton residents and upon surrounding roads e.g. Hwy 20/26.

Please reconsider the decision and fund the Hwy 44 Alternate Route on the STIP.

Thank you,



Lenny Riccio
Middleton City Councilman

CC: Matt Stoll, Toni Tisdale, Ellen Smith



IDAHO TRANSPORTATION DEPARTMENT
P.O. Box 8028
Boise, ID 83707-2028

(208) 334-8300
itd.idaho.gov

August 24, 2010

Loni Parry
Middleton City Council
PO Box 487
Middleton, ID 83644

RE: Middleton Alternate Route – draft STIP comment

Dear Mr. Parry:

Thank you for your letter dated August 4, 2010. Idaho Transportation Department (ITD) appreciates your comments on the draft FY 2011-2014 Statewide Transportation Improvement Program (STIP).

ITD is committed to best utilizing limited funds. Regrettably, this means some projects that had been programmed must be removed at this time and associated funding used to preserve the existing system through a priority list of: operations, preservation, rehabilitation and then expansion. This is why ITD recommended removal of both the State Highway 44 and U.S. 20/26 corridor preservation projects in the draft STIP.

All comments on the draft STIP will be presented to the ITD Board for consideration this September. Please contact me directly at 334-8344 if you have any questions.

Sincerely,

A handwritten signature in cursive script that reads 'Mark Wasdahl'.

Mark Wasdahl
District 3 Senior Planner

August 4, 2010

Mark Wasdahl
Sr. Transportation Planner
ITD District 3
PO Box 8028
Boise, Id. 83707

RECEIVED
AUG 06 2010
DIST. NO. 3
DIVISION OF HIGHWAYS

Dear Mr. Wasdahl:

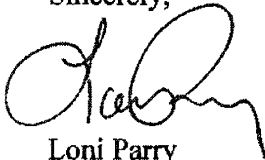
Please accept my compliments for the supportive role you play in helping Middleton improve roadways and help with the traffic flow. As a city council member of the City of Middleton, it couldn't please me more.

I am writing today to express my concerns about the "Alternate Route" and the need to be part of STIP. I would like to ask for your support in keeping the Middleton Alternate route as part of the STIP.

I have been on council for 5 years, and have been very proactive in securing the right of ways with various developers, in hopes of an alternate route. As my years on council I am truly interested in being pro active on the future needs of Middleton. In order to continue to make smart decisions on the future of our city, we need to be able to see a future with the alternate route and plan accordingly.

I hope with your continued support, we can make those smart decisions together. I ask that you please find favor in the Middleton Alternate Route, and put that project back on the STIP.

Sincerely,



Loni Parry
Middleton City Council



David H. Bieter
Mayor

City Council

President
Maryanne Jordan

Council Pro Tem
Alan W. Shealy

Vernon L. Bisterfeldt
Elaine Clegg
David Eberle
TJ Thomson

Boise City Hall
Third Floor
150 N. Capitol Boulevard

Mailing Address
P. O. Box 500
Boise, Idaho 83701-0500

Phone
208/384-4422

Fax
208/384-4420

TDD/TTY
800/377-3529

Web
www.cityofboise.org/mayor

Office of the Mayor

August 4, 2010

Mark Wasdahl, Senior Transportation Planner
Idaho Transportation Planner, District 3
P.O. Box 8028
Boise, ID 83707-8917

Re: Draft FY2011-2014 Statewide Transportation Improvement Program

Dear Mr. Wasdahl:

Boise City has reviewed the proposed FY2011-2014 draft STIP and provides the following comments for the ITD Board's consideration.

Broadway Bridge (Key No. M11588): We support the replacement of the Broadway Bridge scheduled for 2015. This project has been a priority of Boise City for several years due to the low sufficiency rating of the bridge and the inadequate pedestrian and bicycle facilities on the bridge structure. We encourage ITD to form a project committee that includes our Planning, Public Works, and Parks & Recreation staff to assist ITD staff during the design phase with issues related to city utilities on the bridge and the Greenbelt underpass. We participated in a similar team in partnership with the Ada County Highway District during the design and construction of the West Parkcenter Bridge. We also recommend the inclusion of Boise State University staff, as the bridge is an important transportation gateway to the campus.

Wye IC Storm Retention Pond (Key No. H3160): We urge ITD to include Boise City staff and the affected neighborhood in the review of the design prior to construction of the retention pond. Since this facility will be located in a residential neighborhood, aesthetic considerations of fencing and landscaping materials are encouraged to ensure compatibility with the adjacent residential uses, particularly if the facility is visible from residences.

U.S. 20/26 and SH 44 (Key Nos. 7826 and 7827): Boise City supports the retention of the right-of-way funding in the STIP. These corridors carry high volumes of traffic into Boise each day and are vital to maintaining downtown Boise as a regional job center. Continued investment in these corridors is needed to ensure that the daily regional commuting patterns do not significantly degrade. Local communities along the corridors have participated for several years with ITD on corridor plans, and these efforts need to be implemented by specific corridor preservation activities by ITD.

Thank for the opportunity to provide comments.

Sincerely,

A handwritten signature in dark ink, appearing to read "David Bieter".

David H. Bieter
Mayor

cc: James Maguire, Boise State University
Matt Stoll, COMPASS

FY 2011-2014 STIP
IT Board Comment Book
COMMENT # 20

Mark McNeese2

From: Toni Tisdale [TTisdale@compassidaho.org]
Sent: Wednesday, August 04, 2010 11:33 AM
To: Mark McNeese2
Cc: Kevin Bittner; Aaron Bauges; Jerry Flatz
Subject: D3 STIP_TIP Comments_COMPASS TTisdale
Attachments: TIP-STIP Discrepancies.docx

Attached are detailed comments/questions about the draft Fy2011-2015 STIP.

When it pertains to a change in the STIP, comment is highlighted in yellow.

When it pertains to a change in the TIP, comment is highlighted in aqua.

When it pertains to a change in the STIP for LHTAC, comment is highlighted in green (only 1)

Kevin: If you remember, VRT requested an amendment late in the year. It was too late to do in Fy2010, and you requested the change for Fy2011 update. These change requests are included in these comments.

There are also three projects ITD removed from the STIP that staff questions.

- 07826 – US 20/26, Corridor Preservation, Caldwell to Boise
- 07827 – SH 44, Corridor Preservation, I-84 Junction in Canyon County to Eagle Road
- 11589 – I-84, Meridian Road Interchange (bridge rehabilitation)

Toni G. Tisdale

Principal Planner
COMPASS
800 S. Industry Way, Ste 100
Meridian, ID 83642
p: 208-855-2558, ext 228
f: 208-855-2559
c: 208-440-1109

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For more information please visit <http://www.messagelabs.com/email>

Mark McNeese2

From: Mark Wasdahl
Sent: Friday, August 27, 2010 12:07 PM
To: 'millscorealty@msn.com'
Subject: D3 STIP Comment (RR) & Response_Alan Mills

Thank you for your email received August 4, 2010. Idaho Transportation Department (ITD) appreciates your comments on the draft FY 2011-2014 Statewide Transportation Improvement Program (STIP).

The decision to recommend that the Idaho Transportation Board approve deletion of funding from Key Number 07827, "Corridor Preservation; Junction I 84 to Eagle", was not done in anticipation of a particular record of decision for the environmental study. The decision was made in accordance with a priority list in project funding (OPRE): operations, preservation, rehabilitation and finally expansion. Regrettably, the SH-44 Corridor Preservation item is considered an expansion project and funding, outside of GARVEE, is not sufficient to fund expansion projects at this time. This is why ITD is recommending removal of both the State Highway 44 and U.S. 20/26 corridor preservation projects from the draft STIP.

Currently, available funding, primarily through the Federal Highway Trust Fund and the State Highway Distribution Account, is inadequate to meet all of the projects necessary to both maintain and expand the highway system. At the State level, the Governor's Task Force on Modernizing Transportation Funding is developing recommendations for sustainable road and bridge funding with a final report due no later than December 1, 2010. Information is available on-line through the following link:
<http://itd.idaho.gov/taskforce/> . At the Federal level, the last funding authorization bill, SAFETEA-LU, expired two years ago and has been maintained by continuing resolutions. Under SAFETEA-LU, for every \$1.00 of Federal gasoline and diesel taxes collected in Idaho, the State received back \$1.57. It is possible this favorable exchange may not be continued when the next authorization bill is passed.

All comments on the draft STIP will be presented to the ITD Board for consideration this September when they meet in Twin Falls. Locally, it is anticipated that the COMPASS Board will discuss reconciling the local Transportation Improvement Program (TIP) with the STIP when they meet on September 20. Neither Board has yet posted their agenda for their September meetings.

Please contact me directly at 334-8344 if you have any further questions.

Sincerely,

Mark Wasdahl

Senior Planner
Idaho Transportation Department - District 3
Office: (208) 334-8344 Fax: (208) 334-8917
Email: mark.wasdahl@itd.idaho.gov

From: Alan Mills [mailto:millscorealty@msn.com]
Sent: Wednesday, August 04, 2010 11:03 AM
To: Mark Wasdahl; whowell@middletonidaho.us; lakeylawoffice@gmail.com; Reed Lar
Subject: Middleton alternate route

FY 2011-2014 STIP
IT Board Comment Book
COMMENT # 22

Dear Mr. Wasdahl,

We would like to comment on the status of the Middleton Alternate Route. It is our understanding that this route is at risk of being dropped from the s.t.i.p. calendar. We have been familiar with this project for around 10 years. We have been to many meetings to discuss alignment and timing along with other pertinent issues. We have and are working with landowners that are affected by the right of way's and have been successful in getting cooperation for said right of ways. It is our understanding that the enviromental study is close to complete. Given the above, it seems that lacking a fatal flaw in the study or the alignment , that this decision appears to be arbitrary. Our situation here is a mirror image of the city of Eagle and we all know how well that has worked out. We would have expected a public meeting to discuss pro's and con's on an issue that is this long standing and important to this area of the Treasure Valley.

We would request that a public meeting be held to explain who made this decision and how it was concluded to take this action. We all understand the present economy but to take a project off the list instead of holding it would suggest that there may be some shifting of projects that should be disclosed.

We would appreciate a response to the above issues so we can better understand the course we are taking.

We are representing River Run L.C., who has preserved right of way for this project as well as ourselves as Middleton Area Residents.

Alan D. Mills

S. Gibbons

Jay

C.C.
Wendy Howell
Reed Larson
Todd Lakey
Alan Mills Mills & Co Realty 208.585.3006



IDAHO TRANSPORTATION DEPARTMENT
P.O. Box 8028
Boise, ID 83707-2028

(208) 334-8300
itd.idaho.gov

August 24, 2010

Jared F. Waltman
Middleton City Council
PO Box 487
Middleton, ID 83644

RE: Middleton Alternate Route

Dear Mr. Waltman:

Thank you for your letter dated August 3, 2010. Idaho Transportation Department (ITD) appreciates your comments on the draft FY 2011-2014 Statewide Transportation Improvement Program (STIP).

ITD is committed to best utilizing limited funds. Regrettably, this means some projects that had been programmed must be removed at this time and associated funding used to preserve the existing system through a priority list of: operations, preservation, rehabilitation and then expansion. This is why ITD recommended removal of both the State Highway 44 and U.S. 20/26 corridor preservation projects in the draft STIP.

All comments on the draft STIP will be presented to the ITD Board for consideration this September. Please contact me directly at 334-8344 if you have any questions.

Sincerely,

A handwritten signature in cursive script that reads 'Mark Wasdahl'.

Mark Wasdahl
District 3 Senior Planner

August 3, 2010

Mark Wasdahl
SR. Transportation Planner
ITD District 3
PO Box 8028
Boise, ID 83707

RECEIVED
AUG 05 2010
DIST. NO. 3
DIVISION OF HIGHWAYS

RE: Middleton Alternate Route

Dear Mr. Wasdahl

First, I would like to thank you for the work that you do that helps cities both big and small improve the roadways. As a council member of the City of Middleton, I am very appreciative of the working relationship that our council has with ITD.

I am writing this letter to ask for your continued support. We are aware that the "Alternate Route" for Middleton has been removed from the STIP. I am in my second term as a council member, so I have seen much of the work that has gone on to make this project more than just a vision. Our city council, mayor, and city staff have spent many years working with different developers to secure the needed right of way for this much anticipated, and desired project.

If we do nothing to secure the many development agreements that are currently in place, we will incur huge roadblocks in the future that we may never get around. The removal of this project from the STIP will not only impact the City of Middleton, but also the cities of Star and Eagle as well. Please consider the impact this will have for many years to come. Help us protect the right of way by adding the Alternate Route for Middleton back onto the STIP, maintaining its position and restoring the funding that was set aside for right of way purchase.

Thank you for your time, please feel free to contact me as needed.

Sincerely,



Jared F. Waltman
Middleton City Council President

Mark McNeese2

From: Mark McNeese2 on behalf of TPSTIP
Sent: Tuesday, August 24, 2010 12:28 PM
To: Mark McNeese2
Subject: D3 STIP comment (RR) & Response_Susan Rost

Response log for this comment:

Left message on Thursday, August 5, 2010, at 10:13 AM.

Left message on Monday, August 9, 2010, at 11:35 AM.

Spoke with Susan Rost on Monday, August 9, 2010, at 5:03 PM. I discussed her concerns regarding the dynamic message sign (DMS) STIP key number, the lack of sidewalks in McCall, and the McCall bypass. Her responses were to ask what were the available funding sources for sidewalks, especially on 3rd north of Deinhard; how often a DMS is actually used; why did Donnelly get sidewalks with the ITD roadway reconstruction project; and the disappointment for the lack of progress on the McCall bypass. I replied that I would research funding sources and the usage of the DMS at Shadow Valley in Ada County on Idaho 55. I explained the purpose of the DMS which was to inform southbound travelers of closures and/or delays on Idaho 55 and recommending the alternate route of U.S. 95.

Left message on Tuesday, August 17, 2010, at 10:47 AM.

Left message on Tuesday, August 17, 2010, at 4:41 PM.

Left message on Monday, August 23, 2010, at 3:19 PM.

Spoke with Susan Rost on Monday, August 23, 2010, at 4:48 PM. I explained funding sources including Transportation Enhancement (TE), Community Development Block Grants (CDBG) from the Department of Commerce, and Safe Routes to School (SR2S). The sidewalks constructed in Donnelly were done in conjunction with a City of Donnelly CDBG grant. The DMS at Shadow Valley had the following number of usages each month for road closures, crashes, and delays:

January 2009 -	7
February 2009 -	4
March 2009 -	15
April 2009 -	5
May 2009 -	0
June 2009 -	4
July 2009 -	8
August 2009 -	10
September 2009 -	5
October 2009 -	0
November 2009 -	2
December 2009 -	10
January 2010 -	4
February 2010 -	2
March 2010 -	8
April 2010 -	4
May 2010 -	6
June 2010 -	15
July 2010 -	16

The first and second halves of 2009 both had 35 usages. The first half of 2010 had 39 usages.

Susan did not have any remaining issues requiring investigation. She has been on the McCall Improvement Committee for the past seven years.

Mark Wasdahl

Senior Planner

Idaho Transportation Department - District 3

Office: (208) 334-8344 Fax: (208) 334-8917

Email: mark.wasdahl@itd.idaho.gov

From: skroste@yahoo.com [mailto:skroste@yahoo.com]

Sent: Wednesday, August 04, 2010 8:49 AM

To: TPSTIP

Subject: D3 STIP comment (RR) from skroste@yahoo.com

Name:	Susan Rost	
Title:	retired HP employee and public school teacher	
Organization:	McCall Improvement Committee	
Address:	14073 Morell Rd	
City: McCall	State: ID	Zipcode: 83638
E-Mail:	skroste@yahoo.com	
Phone Number:	208-634-0078	
Fax Number:	N/A	

The customer has requested that we contact him/her by phone.

District:	District 3
Key Number:	N/A
Project Description:	Dynamic Message Sign

Comments:

Do NOT spend money on a message sign that tells people what they already know, ie. traffic is heavy on holidays!! This is a total waste of our money! Rather spend our money on something very critical - putting sidewalks in along Hwy 55 within McCall city limits. Don't wait for someone to be hurt or killed while trying to walk, often sloshing through water or snow, from Deinhard to Third Street. It is shameful that ITD does not help McCall provide decent pedestrian and driver safety along ITD's highway within most of McCall's city limits. Making Hwy 55 safe for both drivers and pedestrians by putting in a sidewalk on at least one side of Hwy 55 within McCall City limits is the least you should do given that you have not and probably never will put in the city by-pass that has been in the planning stage for over thirty years. Please budget to improve

your Hwy and everyone's safety by providing McCall with sidewalks
along Hwy 55!



IDAHO TRANSPORTATION DEPARTMENT

P.O. Box 7129
Boise ID 83707-1129

(208) 334-8000
itd.idaho.gov

August 3, 2010

The Honorable Tammy de Weerd, Mayor
The Honorable Council Members
City of Meridian
33 E. Broadway Ave.
Meridian, ID 83642

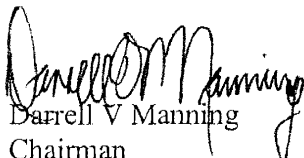
Dear Mayor de Weerd and Council Members:

Thank you for your letter of July 27. The transportation board appreciates your comments on the draft FY2011-2014 Statewide Transportation Improvement Program.

The board members understand your concern with the removal of funding for the US-20/26 and SH-44 right-of-way preservation projects and the I-84, Meridian Road Interchange. Due to the critical financial situation that you noted, our priorities are operations, preservation, rehabilitation, and then expansion. We are committed to taking care of the existing transportation system; however, all of the comments on the draft STIP will be presented to the board and will be considered when the document is approved in September.

Thank you again for your comments and for your continued involvement in transportation.

Sincerely,



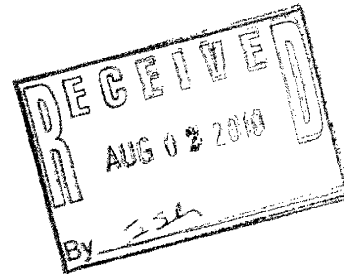
Darrell V Manning
Chairman
Idaho Transportation Board



JW
Dir
CE
DE3
Png-mchese

Mayor Tammy de Weerd
City Council Members:
Keith Bird
Brad Hoaglund
Charles Rountree
David Zaremba

July 27, 2010



Darrell Manning
Chairman
Idaho Transportation Department
3311 W. State Street
PO Box 7129
Boise, ID 83707-1129

Dear Chairman Manning:

The City of Meridian has reviewed the draft FY2011-2014 State Transportation Improvement Program (STIP), and submits the following comments and recommendations for your consideration.

The City is very concerned that the Idaho Transportation Department (ITD) has removed right-of-way funds for US 20/26 (preservation project, Key No. 07826) and SH-44 (preservation project, Key No. 07827) from the STIP. Given the regional importance of these transportation corridors, and the funding already expended at the state and local levels, the City requests that funding be re-programmed to preserve right-of-way for these future expansion projects.

As you may be aware, a significant amount of time, effort and other resources have been spent on studying and developing plans for US 20/26 and SH-44. There is an access management and corridor preservation plan for the US 20/26 corridor; a corridor that includes parts of Caldwell, Nampa, Star, Eagle, Meridian and Boise. Removing right-of-way preservation funds for these corridors would throw away progress that has been made in managing access and expansion planning. Further, the US 20/26 Studies and Plans have identified cross-sections and local road circulation plans that will provide for an optimal capacity on this highway, while having a minimal impact on existing businesses and residences. Yet without any funding commitment to corridor preservation, there will undoubtedly be new homes and businesses that will ultimately increase the overall project costs. By including funds for right-of-way preservation in the STIP now, the State can avert additional and avoidable mitigation costs in the future and keep two key projects moving forward.

Regarding the Meridian Road Interchange project (bridge rehab/restoration, Key No. 11589), the City is concerned funds for this project have too been totally removed from the draft STIP. As you know, the existing Meridian Road Interchange (Meridian IC) was constructed forty years ago as a rural interchange with no pedestrian or bicycle facilities. For many years the Meridian IC has provided adequate vehicular connectivity north-south across, and east-west access to I-84.

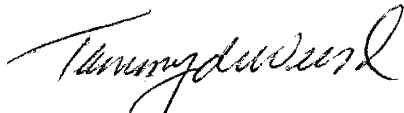
Chairman Darrell Manning
Page 2

Today, however, the bridge is not sufficient to safely handle the increased traffic demands or meet the pedestrian needs. Bridges deemed Structurally Deficient have one or more structural shortcomings that should be addressed. The current sufficiency rating for the Meridian IC bridge is 30.8 – Structurally Deficient (ITD, February 11, 2008). Although the City is hopeful that a full rebuild of the Meridian IC will occur soon, the state of the current bridge deck warrants programming funds for the repair of the current bridge in case funding for a new Meridian IC cannot be obtained.

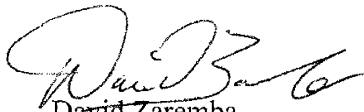
The City is aware of and sympathetic to the fiscal challenges facing ITD. However, it is frustrating to see funds for these critical projects being removed, while learning that new projects in other parts of the State are moving into the STIP. The City respectfully requests that the ITD Board include funding for the US 20/26 and SH-44 right-of-way preservation projects, and restore funds for the rehabilitation of the Meridian Road IC, into the FY2011-2014 STIP.

As always, we appreciate your consideration and support of projects that benefit the citizens of the City of Meridian and the State of Idaho as a whole.


Sincerely,



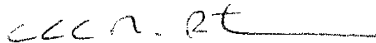
Tammy de Weerd
Mayor



David Zaremba
Council President



Brad Hoaglund
Council Vice President

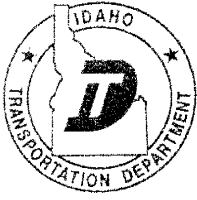


Charles Rountree
Council Member



Keith Bird
Council Member

cc: Mark McNeese, ITD Senior Transportation Planner



IDAHO TRANSPORTATION DEPARTMENT

P.O. Box 7129
Boise ID 83707-1129

(208) 334-8000
itd.idaho.gov

August 3, 2010

Teri Sackman, President/CEO
Meridian Chamber of Commerce
PO Box 7
Meridian, ID 83680

Dear Ms. Sackman:

Thank you for your letter of July 30. The transportation board appreciates your comments on the draft FY2011-2014 Statewide Transportation Improvement Program.

The board members understand your concern with the removal of funding for the I-84, Meridian Road Interchange and the US-20/26 and SH-44 right-of-way preservation projects. Due to the critical financial situation that you noted, our priorities are operations, preservation, rehabilitation, and then expansion. We are committed to taking care of the existing transportation system; however, all of the comments on the draft STIP will be presented to the board and will be considered when the document is approved in September.

Thank you again for your comments. We appreciate your interest in transportation.

Sincerely,

A handwritten signature in black ink, appearing to read 'Darrell V. Manning'.

Darrell V. Manning
Chairman
Idaho Transportation Board



JW
DIR
CE

DE3
Plng-mnres

215 E. Franklin Road • P.O. Box 7
Meridian, Idaho 83680

(208) 888-2817 • Fax (208) 888-2682

July 30, 2010

Darrell Manning, Chairman
Idaho Transportation Department
P.O. Box 7129
Boise, ID 83707-1129



Dear Chairman Manning,

The Board of Directors of the Meridian Chamber of Commerce has some concerns about the draft FY2011-2014 State Transportation Improvement Program, and would like to submit the following comments for your consideration.

Our initial concern is that the Meridian Road Interchange project (bridge rehab/restoration, Key No. 11589) has been totally removed from the draft STIP. While the Chamber continues to support all possible options to replace the existing interchange as soon as possible, it does not remove the fact that the condition of the Meridian Interchange is badly deteriorated and continues to deteriorate. As a 40 year-old rural interchange that is completely insufficient for the needs of Idaho's third largest city, and being the 2nd busiest interchange in the State, the least that can be done is that it be made as safe and structurally sound as possible until it is replaced. The Structural Deficient rating of 30.8 (ITD, February 11, 2008) alone should keep this project on the STIP with the amount of traffic that the interchange handles every day. We hope that you will see this project returned to the STIP for the safety of the public.

In addition, we are concerned that the right-of-way funds for the US 20/26 (preservation project, Key No. 07826) and SH-44 (preservation project, Key No. 07827) corridor preservation projects have been removed from the draft STIP. Both of these corridors are critically important to the regional transportation needs of Southwest Idaho. As primary corridors and alternate routes to I-84, it is important that we continue the process of purchasing right-of-way for the necessary expansion of these roads.

The Chamber understands the funding challenges facing the Idaho Transportation Department, but finds it frustrating that these projects which have been on the STIP for several years are suddenly removed as we near the time for the funds to be spent on them. We respectfully ask you to reconsider these actions and include funding for the Meridian Road Interchange bridge rehabilitation/restoration, and the right-of-way corridor preservation for US 20/26 and SH-44 in the final FY2011-2014 STIP.

We appreciate your consideration of our request, and thank you for your dedicated service to the citizens of Idaho.

Best Regards,

A handwritten signature in cursive script that reads "Teri Sackman".
Teri Sackman
President/CEO



IDAHO TRANSPORTATION DEPARTMENT
P.O. Box 8028
Boise, ID 83707-2028

(208) 334-8300
itd.idaho.gov

August 24, 2010

Lori Sprattley
Middleton City Council
PO Box 487
Middleton, ID 83644

RE: Middleton Alternate Route – removal from STIP

Dear Ms. Sprattley:

Thank you for your letter dated July 26, 2010. Idaho Transportation Department (ITD) appreciates your comments on the draft FY 2011-2014 Statewide Transportation Improvement Program (STIP).

ITD is committed to best utilizing limited funds. Regrettably, this means some projects that had been programmed must be removed at this time and associated funding used to preserve the existing system through a priority list of: operations, preservation, rehabilitation and then expansion. This is why ITD recommended removal of both the State Highway 44 and U.S. 20/26 corridor preservation projects in the draft STIP.

All comments on the draft STIP will be presented to the ITD Board for consideration this September. Please contact me directly at 334-8344 if you have any questions.

Sincerely,

A handwritten signature in cursive script that reads "Mark Wasdahl".

Mark Wasdahl
District 3 Senior Planner

From: bonniegeorgebertram@yahoo.com
Sent: Tuesday, August 03, 2010 1:59 PM
To: TPSTIP
Subject: D3 STIP comment (NRR)_Bonnie Bertram

Name: Bonnie Bertram
Title: Owner
Organization: The Pancake House
Address: 209 N. 3rd Street P.O. Box 1335
City: McCall **State:** ID **Zipcode:** 83638
E-Mail: bonniegeorgebertram@yahoo.com
Phone Number: (208)634-5849
Fax Number: (208)634-4887
The customer has requested that we do not contact him/her.
District: District 3
Key Number: N/A
Project Description: Deinhard Lane Traffic Sign

Comments:

I am opposed to the permanent placement of a flashing highway sign at the entrance to McCall. The city of McCall has worked for many years to beautify the entrance of our town. Hundreds of thousands of dollars have been spent on improving the Hwy 55 corridor. The business have been encouraged to undertake and maintain beautification projects along Hwy 55. A sign like the ITD is proposing does NOT belong in or near McCall's entrance. The sign would be better suited south of McCall, say near Franklin Building Supply. Please do NOT destroy our scenic entrance! Most people know when peak travel times are. Why are we wasting tax money for something like this?

July 26, 2010

Mark Wasdahl
SR. Transportation Planner
ITD District 3
PO Box 8028
Boise, ID 83707

RECEIVED
AUG 02 2010
DIST. NO. 3
DIVISION OF HIGHWAYS

RE: Middleton Alternate Route - removal from STIP

Dear Mr. Wasdahl,

I am writing to voice my concerns regarding the removal of the Middleton Alternate Route, State Highway 44 from the STIP.

As I'm sure you are aware, the City of Middleton has worked diligently for many years with ITD and COMPASS to secure right of ways for this Alternate Route. We and our citizens view it as a vitally important element in our vision for our downtown corridor and the safety of our citizens with future growth. As such, it has been a part of both our Comprehensive Plan, and our Transportation Plan for many years.

We have, through development agreements, managed to protect the right of ways required to construct the corridor for the Alternate Route. These development agreements will sunset very soon. I'm sure I don't need to explain the financial and political advantages to securing right of way that is bare land as compared to securing right of way that is covered by houses containing angry people who are being asked to move.

This decision will have a negative impact on Star and Eagle as well, and will seriously jeopardize and over-load the long-term function of State Highway 20-26 as well as jeopardize the safety of citizens along State Highway 44 in Middleton.

We can understand that there is no funding available to actually build the Alternate Route at this time, however the enormous advantages of securing the corridor now are indisputable.

We can understand the economic crunch you find yourself in, we are in it too. However, we feel that after the years of effort the City of Middleton and our teams have put in, to simply remove us from the STIP is not in the best interests of the Treasure Valley, the State of Idaho or the City of Middleton.

Please feel free to contact me should you have any questions.

Sincerely,



Lori Sprattley
Middleton City Council

cc: Matt Stoll
Vickie Thurber

July 29, 2010

Mark Wasdahl
SR. Transportation Planner
ITD District 3
PO Box 8028
Boise, ID 83707

RECEIVED
AUG 02 2010
DIST. NO. 3
DIVISION OF HIGHWAYS

RE: Middleton Alternate Route - removal from STIP

Dear Sir,

I am writing this letter on behalf of the City of Middleton and the decision of Idaho Transportation Department to remove the cities alternate route from the STIP. This is totally unfair to the city for several reasons, some of which I would like to mention.

In 1999 I ran for Mayor of Middleton on a platform of working to bring about an alternate route around the downtown core of the city as the traffic was really beginning to be bad, especially during rush hour traffic in the am and pm. Now 11-years later it has grown more congested and less safe. It is a major restriction on a state highway corridor.

Back in 2000, after I was elected, we began to make this alternate route a reality. With the help of COMPASS, Idaho Transportation Department representatives and many elected officials in surrounding cities, counties and state legislature we finally got our project on the STIP.

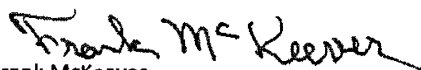
We adopted it into our Comprehensive Plan with the new map, the alternate route as the center of our comp plan we worked with several developers to preserve this tentative right of way. Many hours of planning went into the process also with large sums of money from developers in planning and engineering fees to incorporate this future corridor into their developments. They need that to still be available for their present and future growth.

At one time the route had conditional approval with a promise of funding for right of way acquisition and environmental study. Back in the beginning the project was projected to be 8-10 years out. Now 10 years later we hear all of our effort and hard work may be in vain. This is not quite fair to the city, the developers and the businesses that have counted on this becoming a reality.

As time has gone by the names and faces we worked with have changed and gone onto other things, job changes in Idaho Transportation Department, COMPASS, and legislature, with several no longer a part of the process. To name those who supported this concept would be useless but it is all in the records that this has gone through over the years.

Please reconsider this decision to remove it from the STIP, which all that has been done will not be done in vain.

Yours Truly,



Frank McKeever
Former Mayor of Middleton 2000-2008

From: shortyclarke@gmail.com
Sent: Tuesday, August 03, 2010 11:16 AM
To: TPSTIP
Subject: D3 STIP Comment (NRR)_Jim Clarke

Name: jim clarke
Title: N/A
Organization: McCall Parks Advisory; McCall Improvement Comm.
Address: 302 Smylie
City: McCall **State:** id **Zipcode:** 83638
E-Mail: shortyclarke@gmail.com
Phone Number: N/A
Fax Number: N/A

The customer has requested that we do not contact him/her.

District: District 3
Key Number: N/A
Project Description: McCall traffic sign

Comments:

Terrible idea for placement. The sign should be just south of Donnelly in order to inform all the Tamarack residents especially if/when it reopens.



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

July 14, 2010

SUSPENSE
7/23/10
EXPIRY DATE
SUSPENSE # 510-028
SEND ALL DRAFT RESPONSES
TO MADIR FOR REVIEW

Brian Ness, Director
Idaho Transportation Department
P O Box 7129
Boise, Idaho 83701

INF	ACT	SIG
✓ DIR		
MADIR		
✓ ODIR		
GAPM		
✓ CE		
✓ DE 3	✓	✓
ACEO		
HOSE		
GPM		
✓ SB		
MVA		
✓ COM		

Re: Draft FY2011-2015 STIP - Removal of U.S. 20/26 and State Highway 44 Right-of-Way Funds

Dear Director Ness:

The COMPASS Board of Directors is very concerned that the Idaho Transportation Department (ITD) has removed right-of-way funds for U.S. 20/26 and State Highway 44 corridor preservation projects (Key Nos. 7826 and 7827) from the draft FY2011-2015 State Transportation Improvement Program (STIP).

Given the importance of these two corridors to the region's transportation system, and the funding already expended, the COMPASS Board of Directors requests that funding be reprogrammed into the STIP to preserve right-of-way. The Board also requests clarification of the rationale for removing the projects from the draft STIP.

The Idaho Transportation Department and local governments have expended substantial time, effort, and money on the two corridor preservation projects in recent years. More than \$7.3 million has been obligated on these corridors since 1999, not to mention the time devoted by the affected cities, counties, highway districts, federal agencies, and various state offices.

The environmental studies on both corridors have identified route options that will have the least effect on various resources, including businesses and residences. It can be reasonably assumed that development will continue to occur adjacent to the existing right-of-way for both corridors and south of Middleton. Without any funds presently committed to corridor preservation, there will undoubtedly be new homes and businesses to add to the list of affected properties in the environmental documents, thus increasing overall project costs in the future that could have been easily mitigated in the present.

COMPASS members are well aware of the fiscal challenges facing ITD and have gladly partnered in advocating for revenue enhancements. Therefore, it is particularly dismaying for COMPASS members to see the removal of right-of-way preservation funds for these critical corridors while hearing of the possible addition of development and construction funds for new projects within the state.

FY 2011-2014 STIP
IT Board Comment Book
COMMENT # 31

400 S. Industry Way, Ste 100

Meredith, ID 83642

T 208.855.2538

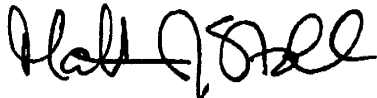
F 208.855.2559

www.compassidaho.org

Director Ness
July 14, 2010
Page 2

The COMPASS Board of Directors looks forward to your response, and requests that the decision be reconsidered and funding be programmed for corridor preservation in the final STIP.

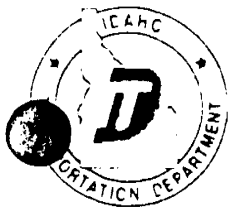
Sincerely,



Matthew J. Stoll
Executive Director

pc: COMPASS Board
IT Board

DM:nb T:\FY10\600 Projects\685 TIP\1115 TIP\Public comment\NessROWltr0710.docx



IDAHO TRANSPORTATION DEPARTMENT
P.O. Box 8028
Boise, ID 83707-2028

Bcc: Suspense S10-028, 03-10-030

DIR
DDIR
CE
DE3
SB
COM
D3 -ADE(E)
D3- ADE(O)

34-8300
idaho.gov

July 27, 2010

Matt Stoll, Executive Director
Community Planning Association of Southwest Idaho
800 S. Industry Way, Suite 100
Meridian, ID 83642

RE: Draft FY 2011 – FY 2015 STIP, Removal of US 20/26 and SH 44 Right of Way Funds

Dear Matt,

Director Ness has asked me to answer your letter dated July 14 regarding the removal of funding for corridor preservation projects on US Hwy 20/26 and to SH 44. I would like to respond to the points that you brought to our attention.

The removal of the funding was a difficult decision for our Engineer and Planners, and we would agree that there has been a great deal of work that has gone into each of these projects. With the funding issues that are plaguing transportation across the county, the Department's Engineers and Planners must closely scrutinize each project we have in the STIP. The Department is moving to a position of maintaining and rehabilitating the infrastructure we have in place, and the Department is moving away from projects that expand our system.

The "proposed" STIP is currently presented to the public for comment, and in September the Transportation Board will consider all comments from the public prior to finalizing the STIP. The Idaho Transportation Department welcomes your comments and ideas on how the transportation funding is being used in the Treasure Valley.

When the public comment period closes, the ITD board will access all comments received on the Draft STIP, and then the STIP will be finalized. If you should have any questions, please contact me at 334 8300.

Sincerely,

Dave Jones, P.E.
District Three Engineer



Sherry R. Huber, President
Rebecca W. Arnold, Vice President
John S. Franden, Commissioner
Carol A. McKee, Commissioner
Sara M. Baker, Commissioner

July 28, 2010

ITD—STIP Comment

Attn: Mark McNeese, Senior Transportation Planner
P.O. Box 7129
Boise, ID 83707-1129

Subject: ACHD Comments on Draft FY2011-2014 Statewide Transportation Improvement Program

Mr. McNeese:


Thank you for the opportunity to provide comment on the Idaho Transportation Department's Draft FY2011-2014 Statewide Transportation Improvement Program (STIP). ACHD recognizes the importance of the STIP in securing Federal funding for the state and local transportation system.

ACHD recognizes the level of effort involved in developing the Draft STIP. The Ada County Highway District provides the following comments in an effort to improve the planned expenditure of public dollars and create a document which serves the public in the best way possible:

1. The removal of US 20/26 (KN 07826) and SH 44 (KN 07827) Corridor Preservation projects from the STIP needs to be reversed. These projects are essential for the future of the transportation system in the Treasure Valley. The investment in right-of-way would preserve for the needed improvements, while being an efficient use of taxpayer dollars.
2. The addition of the rebuild of the US 20/26 Broadway Bridge (KN 11588) is well received. This project is a needed investment for safety and system continuity for all modes of travel.
3. The Meridian Interchange Rehabilitation project (KN 11589) should remain in the STIP until full rebuild of the interchange can be programmed. Rehabilitation of the interchange would provide at least some level of improvement for safety and bridge maintenance.
4. The grouping of projects in the STIP, while understandably allows for some efficiencies in the movement of project funds, creates a document which is difficult to read and less transparent. While project information is shown in the ITD Capital Improvement Program, it is not known if this document receives public comment or is amended throughout the year. Individual projects need to be shown outright in the STIP for optimal public information and readability.
5. The "Transit" sections needs to show the full cost of projects (like shown in the "Roadway" sections) and not just the Federal amount. Showing projects in the current manner is unclear and does not indicate the true cost to the public.

Please accept these comments as a recommendation for how to improve the final STIP document.

Sincerely,


Sherry R. Huber
ACHD Commission President



DEVELOPMENT SERVICE DIVISION

6015 Glenwood Street Garden City, Idaho 83714
Phone 208/472-2921 Fax 208/472-2996
www.gardencityidaho.govoffice

July 30, 2010

ITD--STIP Comment

Attn: Mark McNeese, Senior Transportation Planner
P.O. Box 7129
Boise, Idaho 83707-1129

Re: 2011-2014 State Transportation Improvement Plan

Dear Mr. McNeese,

This letter is in response to the 2011-2014 State Transportation Improvement Plan (STIP). The City has two comments on this plan. The first of which is that the plan still identifies funding for the Three Cities River Crossing, and with recent decisions from Ada County Highway District to remove this project from their improvement plans, this project should be removed from the State's plans as well.

Secondarily, the City recognizes that Chinden Blvd serves as an important regional corridor, and is identified as a key roadway to increase capacity to enhance regional traffic movement. All the same, Garden City is flanked by two major State transportation corridors, Chinden Blvd and State Street. As such these roads significantly influence the tax base of the City due to the number of properties that they affect. Therefore, the City requests that improvements to the system in other jurisdictions be done with consideration to downstream land uses in Garden City.

Some techniques that have been identified for Chinden Blvd through joint efforts of ITD and Garden City to increase capacity and safety while minimizing adverse effects on the property values of adjacent businesses are:

- Utilization of Stockton and Osage Streets to function as frontage roads so that access points can be reduced on Chinden Blvd (implemented through Garden City Code);
- Requiring street trees and broad sidewalks along Chinden Blvd (implemented through Garden City Code);
- Safe pedestrian crossing areas; and
- Landscaped medians to calm traffic and reduce points of conflict.

While the City does not anticipate a change in funding allocations in this STIP, we would like to request consideration for improvements to ensure that Garden City properties maintain their viability and value concurrent with efforts to increase capacity for regional movement. Specifically the City requests consideration of allocations for landscaped medians and safe pedestrian crossing areas to augment the increase of traffic passing through Garden City.

Sincerely,


Jenah Thornborrow
Development Service Administrator



IDAHO TRANSPORTATION DEPARTMENT

P.O. Box 8028
Boise, ID 83707-2028

DE
ADE(E)
ADE(O)
PME

(208) 334-8300
itd.idaho.gov

Mark McNeese
Suspense 03-10-043

August 24, 2010

The Honorable Michael Huffaker
Acting Mayor of City of Eagle
PO Box 1520
Eagle, Idaho 83616

RE: Draft FY 2011-2015 STIP – US 20/26 Corridor Preservation Study and SH 44 Corridor Preservation Study.

Dear Acting Mayor Huffaker,

Thank you for your letter dated July 29, 2010. The Transportation Department appreciates your comments on the draft FY 2011-2015 STIP.

We understand the city's concern with the removal of the funding for the corridor studies on US 20/26 and SH 44. Because of the financial situation we are experiencing, the department's priorities are operations, preservation, rehabilitation, and finally expansion. We are concentrating our limited resources to taking care of the existing system; however, all the comments on the draft STIP will be presented to the Transportation Board and will be considered when the program is approved this fall.

Thank you again for being an active participant in the STIP process. If you have any questions, please call Michael Garz, Program Manager at 334-8322.

Sincerely

for Dave Jones, PE
District Engineer



City of Eagle

P.O. Box 1520
Eagle, Idaho 83616
208-939-6813

RECEIVED

AUG 05 2010

DIST. NO. 3
DIVISION OF HIGHWAYS

Council Members
John Grasser
Michael Huffaker
Norm Semanko
Al Shoushtarian

SUSPENSE 08-10-043
REPLY DATE 8-21-10
ACTION Program Mgmt

July 29, 2010

Idaho Transportation Department
Attn: Dave Jones
PO Box 8028
Boise, ID 83707-2028

Re: Draft FY2011-2015 STIP – US 20/26 Corridor Preservation Study (Caldwell to Boise) – Key# 07826 and SH 44
Corridor Preservation Study (I-84 Junction in Canyon County to Eagle Road) – Key# 07827

Dear Mr. Jones,

It is safe to say that State Highway 44 and US 20/26 are, and will continue to be, major regional thoroughfares providing needed travel options in a limited transportation system. The corridor studies presently underway are an acknowledgement of this circumstance and are a means to identify practices and policies in an effort to mitigate issues associated with growth in the Treasure Valley. In this vein, the Idaho Transportation Department and local governments have expended substantial time, effort, and money on these two corridor preservation projects during the past few years.

It was a surprise to find that the Idaho Transportation Department (ITD) is considering removal of right-of-way funds for the US 20/26 and State Highway 44 corridor preservation projects (Key Nos. 7826 and 7827) from the draft FY2011-2015 State Transportation Improvement Program (STIP). To be candid, for ITD to forego the funding of these projects is a squandering of taxpayer dollars, not only for the monies spent but those to be spent on the inevitable planning and necessary right-of-way purchases.

To maintain state highways capable of carrying higher volumes of east-west traffic in 20 years, ITD needs to take action not only to implement a plan but also to acquire vacant and under-utilized parcels before the areas within the anticipated right-of-way necessary for preservation are developed.

While we recognize the fiscal constraints facing ITD, given the importance of these two corridors to the region's transportation system, and the funding thus far expended, the City of Eagle requests that funding be reprogrammed into the STIP to preserve right-of-way and continue corridor planning.

Sincerely,

Michael Huffaker
Acting Mayor/ Council President

cc: COMPASS
Mark McNeese

From: krahns@frontiernet.net
Sent: Tuesday, August 03, 2010 6:38 AM
To: TPSTIP
Subject: D3 STIP Comment (NRR)_Dan Krahn

Name: Dan Krahn
Title: N/A
Organization: N/A
Address: 211 E. Lake St.
City: McCall **State:** id **Zipcode:** 83638
E-Mail: krahns@frontiernet.net
Phone Number: N/A
Fax Number: N/A
The customer has requested that we do not contact him/her.
District: District 3
Key Number: N/A
Project Description: McCall readeer board

Comments:

In regards to the reader board for the McCall area, I believe there are better spots south of town. Many residents and visitors enter the state highway system south of McCall due to parallel roads running down the valley. If there is an accident between McCall and Lakefork traffic is merely rerouted around that section and rejoined to the highway south of Lakefork. Since the state hghway is still accessable the sign placed to far north wouldn't provide accurate info. The design for the structure does not meet the asthetics the town has worked so hard to obtain. Design and function must come together and should meet where it can best seve the needs of the motorist. I believe south of the town where traffic is funneled into the highway system best meets that need.

Mark McNeese2

From: John Krause
Sent: Friday, August 27, 2010 4:28 PM
To: Mark McNeese2
Subject: D6 Comment & Response_Darrell West

Mark,

I had to get a copy of BMPO's Draft TIP off their website – no problem with that – and I walked through all of the transit items on Darrell's TIP and our Draft STIP and understand and agree with the comments, that we had misprogrammed the one item, it should be 10k instead of 9K and saw where there was an item on the STIP (T611) that was not in their TIP and agree with the request to remove it from the Draft STIP since it does not exist in the Draft TIP.

I communicated this all earlier today, but neglected to CC you on this.

John J. Krause
Mobility Program Manager
Division of Public Transportation
Idaho Transportation Department
Post Office Box 7129
Boise, ID 83707-1129
208.334.8292 - Phone
208.272.0848 - Mobile
800.527.7985 - Toll Free
208.334.4424 - Facsimile
John.Krause@itd.idaho.gov
www.itd.idaho.gov/PublicTransportation

From: John Krause
Sent: Friday, August 27, 2010 11:43 AM
To: Nathan Hesterman
Cc: Brent Hendry; Darrell West (dwest@ci.idaho-falls.id.us)
Subject: RE: STIP Changes

Nathan,

I've reviewed BMPO's Draft TIP and PT concurs with the changes outlined in #1 and #2 below.

Just a question for someone still learning: the Draft STIP lists "T" key numbers for each of the Darrell's projects – will the BMPO Draft get updated with the interim T numbers, or does Darrell wait until a permanent key number gets assigned and then updates his document, either in a draft or final form?

Since these are 2014 projects, when again in our STIP process are they assigned permanent key numbers?

Thanks!

John J. Krause
Mobility Program Manager
Division of Public Transportation
Idaho Transportation Department

FY 2011-2014 STIP
IT Board Comment Book
COMMENT # 36

Post Office Box 7129
Boise, ID 83707-1129
208.334.8292 - Phone
208.272.0848 - Mobile
800.527.7985 - Toll Free
208.334.4424 - Facsimile
John.Krause@itd.idaho.gov
www.itd.idaho.gov/PublicTransportation

From: Nathan Hesterman
Sent: Thursday, August 26, 2010 1:24 PM
To: John Krause
Cc: Brent Hendry
Subject: FW: STIP Changes

Do you concur with the changes in #1 and #2 below? Thanks.

From: dwest@idahofallsidaho.gov [mailto:dwest@idahofallsidaho.gov]
Sent: Wednesday, August 18, 2010 11:51 AM
To: Nathan Hesterman
Cc: Mark McNeese2; John Krause
Subject: STIP Changes

Nathan,

The following are corrections that need to be made to the STIP and other comments and questions. Most of these are fairly insignificant but an explanation of why is always helpful.

- 1) BMPO submitted Key #12191 TRPTA Training for a cost of \$10,000, but it remained programmed at \$9,000.
- 2) Project can be removed there was no submittal by BMPO for Key #T611 - \$41,000 TRPTA Planning.
- 3) The ITD CIP shows preliminary development projects as being grouped in the STIP. There is no preliminary development category in the ITD Grouped Projects by Program worksheet.
- 4) Are projects grouped by type or program? The reason I ask is that there is pavement project that is using funds originally programmed for expansion and therefore the CIP shows the funds coming from expansion, but I assume it was grouped under pavement preservation.
- 5) I did not see the new SR2S projects that were recently approved for funding in the ITD CIP and thus I'm not certain they are in the ITD Grouped worksheet. Am I safe to add BMPO's \$45,000 SR2S project (key number unknown) into the TIP/CIP or is there some reason it shouldn't be?
- 6) The ITD CIP shows district-wide projects (e.g. striping, signage, fencing, etc.) as being in the BMPO area. BMPO did not show these projects in the BMPO CIP as their exact locations are unknown, thus they also were not included in the grouped projects shown in the TIP.

From a previous e-mail I assume that you will know more tomorrow if there might be additional changes that could impact the MPO TIPs. I have a TAC meeting next Wednesday to present a final BMPO TIP.

Thanks.

Darrell M. West
BMPO Director
Phone: (208) 612-8530

Mark McNeese2

From: Nathan Hesterman
Sent: Wednesday, August 18, 2010 2:35 PM
To: 'dwest@idahofallsidaho.gov'
Cc: Mark McNeese2; John Krause
Subject: D6 STIP Comment & Response_Darrell West

Thanks Darrell. I've tried to answer with what I know in red below.

From: dwest@idahofallsidaho.gov [mailto:dwest@idahofallsidaho.gov]
Sent: Wednesday, August 18, 2010 11:51 AM
To: Nathan Hesterman
Cc: Mark McNeese2; John Krause
Subject: STIP Changes

Nathan,

The following are corrections that need to be made to the STIP and other comments and questions. Most of these are fairly insignificant but an explanation of why is always helpful.

1) BMPO submitted Key #12191 TRPTA Training for a cost of \$10,000, but it remained programmed at \$9,000.

I defer to PT for confirming corrections in the transit area. Is \$10k okay?

2) Project can be removed there was no submittal by BMPO for Key #T611 - \$41,000 TRPTA Planning.

I defer to PT for confirming corrections in the transit area. Remove this?

3) The ITD CIP shows preliminary development projects as being grouped in the STIP. There is no preliminary development category in the ITD Grouped Projects by Program worksheet.

Yes. From what I see, Mark has even labeled the STIP as being FY11-FY14.

4) Are projects grouped by type or program? The reason I ask is that there is pavement project that is using funds originally programmed for expansion and therefore the CIP shows the funds coming from expansion, but I assume it was grouped under pavement preservation.

The algorithm I use to set the grouping assumes that anything in the expansion program is regionally significant. Thus, any project with expansion funding is not grouped in any other program with which it is also funded.

5) I did not see the new SR2S projects that were recently approved for funding in the ITD CIP and thus I'm not certain they are in the ITD Grouped worksheet. Am I safe to add BMPO's \$45,000 SR2S project (key number unknown) into the TIP/CIP or is there some reason it shouldn't be?

The SR2S committee did not have individual projects approved by the time we went to the Board in June so there is just one line for SR2S. These will fall under the grouped provision for the September Board presentation.

6) The ITD CIP shows district-wide projects (e.g. striping, signage, fencing, etc.) as being in the BMPO area. BMPO did not show these projects in the BMPO CIP as their exact locations are unknown, thus they also were not included in the grouped projects shown in the TIP.

I would love to have a list of what each MPO wants to see in their TIP so that we can flag those projects (and only those) accordingly in the STIP. I requested such a list in my e-mail of 6/28/2010. If we guessed right on everything else except for those you mentioned please confirm and we will unflag those. Thanks.


From a previous e-mail I assume that you will know more tomorrow if there might be additional changes that could impact the MPO TIPs. I have a TAC meeting next Wednesday to present a final BMPO TIP.

We still have \$70M to obligate in FY10. We will likely not have FY10 closed out before your meeting so cannot for sure know what the Recommended Program will look like exactly. This is the case most every year as we do not even receive "Redistribution of OA Not Used by Other States" from the FHWA until the last week of September.

Thanks.


Darrell M. West
BMPO Director
Phone: (208) 612-8530

Appendix A



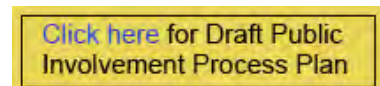
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Heading west on I-84 in Boise? Prepare for change.

For motorists headed west on I-84 through Boise, the route will change next weekend (Aug. 27-30) as the next stage of widening begins. Crews will spend the next week making preparations for the upcoming traffic shift. The resulting detour will affect anyone exiting or entering westbound I-84 between Broadway and Cole/Overland. [Details](#) | [Map](#)



[DMV Online](#)

Get online, not in line. DMV online puts you on the super highway for driver licenses, license plates, titles, cars, trucks, motorcycles and commercial vehicles.



[511 Traveler Services](#)

The Idaho Transportation Department encourages travelers to plan ahead by logging on to 511.idaho.gov or dialing 5-1-1. Get information available 24 hours per day about road closures, highway and weather conditions, mountain passes and the interstate highway system.



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Learn about transportation projects in planning, design and construction phases throughout Idaho. Find contacts for getting involved in transportation decision-making processes and how ITD is creating a transportation system to meet the needs of the 21st century.



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TRANSPORTATION
ENHANCEMENT

TRANSPORTATION
INVESTMENTS



Statewide Transportation Improvement Program (STIP)

Draft FY 2011-2014 Statewide Transportation Improvement Program

The draft Statewide Transportation Improvement Program (STIP) and the updated Capital Investment Program (CIP) are now available. There is no difference between the project data. The draft STIP contains projects sorted by district and key number. The CIP contains projects sorted by district, county, city, route, and performance program.

FY 2011-2014
(Draft) Statewide Transportation
Improvement Program (STIP)



Comments Due by:
August 4, 2010

FY 2011
Capital Investment Program
CIP

Click here to see
all highway
projects, including
those that are
'grouped' in the
STIP

[Adobe Acrobat Reader](#) is required to view these documents.
If you are unsure if you have Acrobat Reader, please download it [here](#).

Please note, for quick movement throughout either document, use the bookmarks.

Current STIP

- [FY 2010-2013 STIP](#) Federally Approved April 23, 2010 (5.1 MB)
 - [FY 2010 Recreational Trails Program](#) Approved Projects
 - [FY 2010 OHS 402 Safety Projects](#) (see pgs. 14-22)

Amendments to the Current STIP are available by clicking on the "Update" button to the right.

What is the STIP?

The purpose of the STIP is to provide for a fiscally sound, set (1-5 years) capital improvement plan for the state's surface transportation program. The STIP is not just a document, but a fully integrated transportation [planning process](#) for transportation planning and transportation project selection. The STIP is updated annually and follows this planning cycle closely to ensure that projects are identified, selected, and prioritized.

The STIP has been developed through a coordinated and cooperative process by the Idaho Transportation Department (ITD) involving citizens, elected officials, Tribal governments, other state and federal agencies, each of Idaho's six metropolitan planning organizations (MPO), the Local Highway Technical Assistance Council (LHTAC) and other interested organizations.

The STIP establishes schedules for a variety of projects, including:

- Highways and bridges;
- Bicycle and pedestrian facilities;
- Highway safety;
- Congestion mitigation air quality;
- Railroad crossing safety;
- Airports;
- Public transportation; and
- Transportation planning, etc.

Idaho operates under a federal fiscal year (October 1 — September 30) and our STIP must be approved by the Federal Highway Administrative (FHWA) and Federal Transit Administration (FTA) and the Environmental Protection Agency (EPA). This multi-year and multi-modal program identifies the transportation projects that have been through an inclusive and ongoing [public involvement process](#).

STIP Archive

Contact Us!

Do not hesitate to contact the STIP Planning Coordinator if you have questions or need additional assistance.

Mark McNeese

Senior Transportation Planner
mark.mcneese2@itd.idaho.gov
208-332-7823

[STIP Amendments](#)



**Online
Comment
Form**

Looking for information from past STIP documents? You can find it all right here! Information is only available back to 1998. click on any one of the documents below to open or download. For easy navigation, please use the "bookmarks" found on the left side of the document.

- [FY 2009-2013](#) (14.4 MB)
 - [Capital Investment Program \(revisions October 24, 2008\)](#)
 - [Public Comments](#)
- [FY 2008-2012](#) (8.95 MB)
 - [Public Comments](#)
 - [STIP Amendments 2008](#)
- [FY 2007-2011](#) (2.60 MB)
 - [Public Comments](#)
- [FY 2006-2010](#) (87 MB)
- [FY 2005-2009](#) (3.4 MB)
- [FY 2004-2008](#) (1 MB)
- [FY 2003-2007](#) (9.0 MB)
- [FY 2002-2006](#) (7.9 MB)
- [FY 2001-2005](#) (11.6 MB)
- [FY 2000-2004](#) (10.3 MB)
- [FY 1999-2003](#) (10.8 MB)
- [FY 1998-2002](#) (13.2 MB)

STIP Amendments

Once the Statewide Transportation Improvement Program (STIP) has been federally approved, changes (cost, project status, policy, etc.) made to the document could result in a required [amendment](#).

Idaho's STIP Calendar

We are always in the midst of updating the STIP. To assist us, we annually develop a [STIP development timeline](#) (calendar) in November each year. This calendar assists planners, engineers, metropolitan planning organizations, local jurisdictions, and anyone interested in the STIP process to know when STIP items are due to the department.

STIP Comments

Want to make a suggestion, comment on a project or let ITD know about a need in your community? Click [here](#) (or on the mouse icon to the right) to access our on-line comment form. Comments will be shared with the District Engineer in your area.

Page Last Modified: 8/12/2010 3:05:41 PM

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 3311 W. State Street · P.O. Box 7129
 Boise, ID 83707-1129



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CAPITAL INVESTMENT PROGRAM

Select the project view below:

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[STATEWIDE: All state and local projects, sorted by COUNTY](#)
[STATEWIDE: All other statewide projects](#)

DISTRICT 1

- [All projects, sorted by Key No \(FY11DraftCIP_D1HwyProj.pdf\)](#)
- [All projects, sorted by County and City \(FY11DraftCIP_D1ProjSort.pdf\)](#)

DISTRICT 2

- [All projects, sorted by Key No \(FY11DraftCIP_D2HwyProj.pdf\)](#)
- [All projects, sorted by County and City \(FY11DraftCIP_D2ProjSort.pdf\)](#)

DISTRICT 3

- [All projects, sorted by Key No \(FY11DraftCIP_D3HwyProj.pdf\)](#)
- [All projects, sorted by County and City \(FY11DraftCIP_D3ProjSort.pdf\)](#)

DISTRICT 4

- [All projects, sorted by Key No \(FY11DraftCIP_D4HwyProj.pdf\)](#)
- [All projects, sorted by County and City \(FY11DraftCIP_D4ProjSort.pdf\)](#)

DISTRICT 5

- [All projects, sorted by Key No \(FY11DraftCIP_D5HwyProj.pdf\)](#)
- [All projects, sorted by County and City \(FY11DraftCIP_D5ProjSort.pdf\)](#)

DISTRICT 6

- [All projects, sorted by Key No \(FY11DraftCIP_D6HwyProj.pdf\)](#)
- [All projects, sorted by County and City \(FY11DraftCIP_D6ProjSort.pdf\)](#)

For quick movement throughout any document, please use the bookmarks.

[FY 2010 Recreational Trails Program Projects](#)

[Adobe Acrobat Reader](#) is required to view these documents.
 If you are unsure if you have Acrobat Reader, please download it [here](#).

STIP Comments

Want to make a suggestion, comment on a project or let ITD know about a need in your community? Click [here](#) (or on the mouse icon to the right) to access our on-line comment form. Comments will be shared with the District Engineer in your area.



Quick Links:

- [Currently Approved FY 2010-2013 STIP](#)
- Currently Approved "Horizons in Transportation:"
Idaho's Long Range Capital Improvement Plan
- [Long Range Vision](#)
- [STIP Amendments](#)

Contact Us!

Do not hesitate to contact the STIP Planning Coordinator if you have questions or need additional assistance.

Mark McNeese

Senior Transportation Planner
mark.mcneese2@itd.idaho.gov
 208-332-7823

[STIP Amendments](#)



**Online
Comment
Form**

Page Last Modified: 8/3/2010 3:37:26 PM

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Idaho Transportation Department
 3311 W. State Street - P.O. Box 7129
 Boise, ID 83707-1129

From: Amy Luft [ALuft@compassidaho.org]
Sent: Friday, July 23, 2010 8:47 AM
To: Amy Luft
Subject: Notice of Opportunity for Comment on the Regional Transportation Improvement Program for Fiscal Years 2011 - 2015

**Notice of Opportunity for Comment on the
Regional Transportation Improvement Program for Fiscal Years 2011 - 2015**

Public Comment on Regional Transportation Projects begins July 23, 2010 and ends August 23, 2010.

The public comment period for transportation projects listed in the DRAFT FY2011-2015 Regional Transportation Improvement Program, the required Air Quality Conformity Demonstration for Northern Ada County, and the federal program of projects proposed for funding by Valley Regional Transit will be open from July 23 – August 23, 2010.

For draft copies of the documents and a comment form, visit the COMPASS website at <http://www.compassidaho.org/prodserv/transimprovement.htm> or call 208/855-2558, ext. 228.

Send written comments no later than August 23, 2010, to COMPASS, attn: Toni Tisdale, 800 S. Industry Way, Suite 100, Meridian, ID 83642, or ttisdale@compassidaho.org, or fax 208/855-2559.

Transportation projects and maps will be on display August 11, 2010, at the COMPASS office in Meridian, ID.

- Wednesday, August 11, 2010
- 10:00 a.m. – 7:00 p.m.
- COMPASS Office
- 800 S. Industry Way, Suite 100
- Meridian, Idaho 83642

For directions to the COMPASS office visit <http://www.compassidaho.org/people/contact.htm>.

Those needing assistance may call 855-2558, ext. 231 with 48 hours advance notice. *Personas que necesitan asistencia especial para la junta, favor de llamar al numero 855-2558, ext. 231 con 48 horas de anticipación.*

Mark McNeese2

From: John Krause
Sent: Thursday, July 15, 2010 4:05 PM
To: Mark McNeese2
Cc: Kevin Bittner
Subject: STIP announcement on Iway

Mark,

We have an event listing for the STIP public comment process on I-Way.org. It shows up on the main page under events as **ITD Welcomes Public Comment on the Statewide Transportation Improvement Program**. The link from this takes you to <http://i-way.org/AnnouncementRetrieve.aspx?ID=52080>. Hope this works well.

John J. Krause
Division of Public Transportation
Idaho Transportation Department
Post Office Box 7129
Boise, ID 83707-1129
208.334.8292 - Phone
208.272.0848 - Mobile
800.527.7985 - Toll Free
208.334.4424 - Facsimile
John.Krause@itd.idaho.gov
www.itd.idaho.gov/PublicTransportation

Household/ Furniture

CROSLEY 25 cu. ft. chest freezer, like new, \$350; dining table w/6 oak chairs, \$200. 208-983-0305.

Listing continues on page 6

**Grangeville
Summer
School
LUNCH**

All Children 1-18 years of age are welcome to join us for a **FREE LUNCH!**
Noon to 1:00 p.m. Mon. through Fri.

Monday—July 12
FRENCH TOAST STICKS WITH SYRUP
Sausage Patties, Baby Carrots, Cinnamon Apple Slices, Chef Salad, Breadstick

Tuesday—July 13
CHEESE PIZZA
Pears, Broccoli with Ranch Dressing, Chicken Caesar Salad, Breadstick

Wednesday—July 14
MACHO NACHOS
Refried Beans, Melon Slices, Chef Salad, Breadstick

Thursday—July 15
TURKEY & CHEESE HOAGIE
Apricots, Pasta Salad with Vegetables, Chicken Caesar Salad, Breadstick

Friday—July 16
CHICKEN FAJITAS
Fiesta Rice, Cinnamon Apple Slices, Chef Salad, Breadstick

School lunch menu sponsored by:

OSCAR'S
Family Restaurant
101 East Main • Grangeville
983-2106

DRAFT 2011-2014 STIP Available

The Idaho Transportation Board values your opinion and invites you to review and comment on the draft FY2011-2014 Statewide Transportation Improvement Program (STIP).

The draft STIP is available for public comment through August 4, 2010. It describes over \$1 billion of improvements to highway, bicycle, pedestrian, airport, and public transportation facilities and programs through the year 2014, plus the GARVEE Transportation Program.

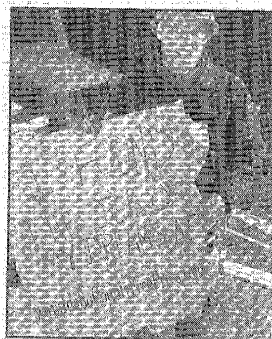
All comments on the draft will be presented to the Idaho Transportation Board for review in August. The DRAFT STIP will be approved by the board in September.

Online access is at
itd.idaho.gov/planning/stip/index.htm

Copies are also available for review at ITD district offices in Coeur d'Alene, Lewiston, Boise, Shoshone, Pocatello and Rigby. If you would prefer a CD or hard copy of the DRAFT STIP, please contact:

Mark McNeese, Sr. Planner
Idaho Transportation Department
P.O. Box 7129, Boise, ID 83707-1129
Phone: (208) 332-7823
E-mail: TPSTIP@itd.idaho.gov

Comments will be accepted July 6—August 4, 2010!



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HOT JOBS

Link at

www.idahocountyfreepress.com

BORRADOR del STIP para 2011-2014 Disponible

El Comité de Transporte de Idaho valora su opinión y lo invita a revisar y comentar sobre la redacción del Programa de Mejoramiento de Transporte a Nivel Estatal FY2011-2014 (STIP, por sus siglas en inglés).

El borrador del STIP está disponible para el comentario público hasta el 4 de agosto de 2010. Esto describe acerca de más de un billón de dólares en mejoramiento de la carretera, vías peatonales, vías para bicicletas, pistas en los aeropuertos e instalaciones de transporte público y programas hasta el año 2014, además del Programa de Transporte GARVEE.

Todos los comentarios de la redacción serán presentados al Comité de Transporte de Idaho para su revisión en agosto. La redacción STIP será aprobado por el comité en septiembre.

**El acceso electrónico se encuentra en
itd.idaho.gov/planning/stip/index.htm**

También hay copias disponibles para revisión en las oficinas distritales del ITD en Coeur d'Alene, Lewiston, Boise, Shoshone, Pocatello y Rigby. Si Ud. prefiere un CD o una copia impresa del BORRADOR del STIP, por favor contáctese con:

Mark McNeese, Sr. Planner
Idaho Transportation Department
P.O. Box 7129, Boise, ID 83707-1129
Phone: (208)332-7823
E-mail: TPSTIP@itd.idaho.gov

¡Los comentarios serán aceptados desde el 6 de julio hasta el 4 de agosto del 2010!

Your Comments Are Requested on the Idaho's Draft FY 2011-2014 Statewide Transportation Improvement Program (STIP)

The Statewide Transportation Improvement Program's Draft FY 2011-2014 30-day public review and comment period is July 6 - August 4

Over \$1 billion of projects reflecting 4 years of planned improvements to highway, bicycle, pedestrian, airport, and public transportation facilities and programs are included in the draft STIP. The Idaho Transportation Board sets aside a 30-day public review and comment period prior to the Board's formal program approval in September.

The Board requests that you submit your comments on these proposed projects by August 4, 2010.

The draft STIP can be reviewed [here](#).
This online comment form is available throughout the document.

You may also mail comments to:


ITD--STIP Comment
Attn: Mark McNeese, Senior Transportation Planner
P.O. Box 7129
Boise, Idaho 83707-1129

Feel free to call with any questions: 208-334-8272

Instructions for completing the Comment Form:

The following form must be completed before commenting on a project. Comments will not be processed unless areas marked with an asterisk (*) are completed. After completing the comment form below, click on the submit button located at the end of this page. Comments received will become public record. Should you have questions, please send an e-mail message to TPSTIP@itd.idaho.gov.



NOTE: This form will not function unless you have cookies enabled. For information about cookies, check your browser's help menu. Remember to fill out the verification box, or the form will not work.

<u>Contact Information:</u>	<u>Project Information:</u>
Name: *	Please provide the following information (if applicable) so that we may better serve you.
Title:	District: * Select Item... What district am I in?
Organization:	Key Number:
Commenting on behalf of an organization? *	Project Description:
<input type="radio"/> Yes	<u>Comments:</u>
<input checked="" type="radio"/> No	Please enter your comments in the box below. You may also cut and paste text from a word processing program into the comment. (limit 5000 characters)
Address 1:	
*	
Address 2:	
City: * State: * Zip: *	
E-mail:	
*	
<p>Your email address is safe with us. We will not distribute it to any third party.</p>	
Phone Number:	
(xxx) xxx-xxxx	
Fax Number:	
(xxx) xxx-xxxx	
Would you like us to contact you?	Verification box:
<input checked="" type="radio"/> No Thanks	

- ☐ Yes, by phone
☐ Yes, by e-mail
☐ Yes, by letter

Type the two words:



If you have trouble reading the words, click the  button above for new words. Click the  button for an audio clue.

Continue

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ITD Welcomes Public Comment on the Statewide Transportation Improvement Program

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 - [Starting Your Program](#)
 - [Endcap](#)
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You are invited to comment on Idaho's DRAFT FY2011-2014 Statewide Transportation Improvement Program (STIP). The draft STIP includes over \$1 billion of programmed improvements to highway, bicycle, pedestrian, airport, and public transportation facilities and programs.

The DRAFT STIP can be reviewed until August 4, 2010 at www.itd.idaho.gov (click on the red draft STIP link). An online comment form is available within the document. Comments can also be submitted via email to TPSTIP@itd.idaho.gov. CD's and hard copies are available upon request.

You may also mail comments to:

ITD-STIP Comment

Attn: Mark McNeese, Senior Transportation Planner

P.O. Box 7129

Boise, ID 83709-1129

Feel free to contact Mark with any questions at (208) 332-7823.

[Download the PDF version of this announcement](#)

Comment

Was this helpful?

No ☐ ☐ ☒ ☐ ☐ Very

Name (optional)

Website (optional)

Email Address (optional)

Please fill in the text in the image in the box below

R 6 D 5 K K

Comment (optional)

Submit



Quality transportation through people who make a difference

Idaho Transportation Department

News Release

July 8, 2010

Contact:

Steve Grant
Public Information Specialist
(208) 334-8874

Mark McNeese
ITD Sr. Transportation Planner
(208) 332-7823

FOR IMMEDIATE RELEASE

Comments sought on draft Statewide Transportation Improvement Program

BOISE - The draft Statewide Transportation Improvement Program (STIP) for fiscal years 2011-2014 is available for public review and comment, the Idaho Transportation Department announced.

The document identifies approximately \$2 billion in transportation-related projects planned for construction through the year 2014. Included are projects for highways, bicycle and pedestrian paths, transit and aeronautics. It includes also continued authorizations of the GARVEE Transportation Program as approved by the Idaho Legislature.

The Idaho Transportation Board sets aside a 30-day review and comment period for the draft STIP each year. The document can be viewed at www.itd.idaho.gov, click on the red draft STIP box. Access to a comment form appears throughout the document.

"The Idaho Transportation Board and I encourage you to contact any of the staff listed in the draft STIP for more information concerning current or potential projects in your local area," ITD Director Brian Ness said. "I thank all of you who have proposed projects, made comments, participated in the STIP process, and worked hard to bring all of the many transportation projects into reality. I ask that you stay involved in our continuing effort to preserve and improve Idaho's transportation system."

The STIP's year-round planning process relies on extensive public involvement and input from transportation stakeholders, including metropolitan planning organizations; tribal governments; city, county and highway district officials; constituent groups; and concerned citizens. This input helps the Idaho Transportation Board prioritize projects and identify new improvements to meet the needs of Idaho travelers.

Public comment on the draft Fiscal Year 2011-2014 STIP will be accepted through Aug. 6. Comments can be made via email, mail, phone or fax.

Following the comment period, the Idaho Transportation Board will review the STIP recommendations and make final decisions this fall.

Copies of the draft STIP are available at the following transportation department offices:

Coeur d'Alene, 600 W. Prairie Ave.

Lewiston, 2600 Frontage Road

Boise, 8150 Chinden and 3311 W. State St.

Shoshone, 216 S. Date St.

Pocatello, 5151 S. 5th Ave.

Rigby, 206 N. Yellowstone Ave.

Individuals without Web access who would like a copy of the document may contact ITD's Division of Transportation Planning by calling (208) 332-7823, emailing mark.mcneese2@itd.idaho.gov, or writing to P.O. Box 7129, Boise, ID 83707-1129.

-30-

IDAHO TRANSPORTATION DEPARTMENT

THE TRANSPORTER

OUR MISSION. YOUR MOBILITY.

ITD unveils draft STIP plan for public review, comments

ITD recently released the draft Statewide Transportation Improvement Program (STIP) for fiscal years 2011-2014 for public review and comment.

The document identifies approximately \$2 billion in transportation-related projects planned for construction through the year 2014. Included are projects for highways, bicycle and pedestrian paths, transit and aeronautics. The draft plan also includes continued authorizations of the GARVEE Transportation Program as approved by the Idaho Legislature.

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Published 7-9-2010

Source: [Island Park News](#)

Author:
7/8/2010

Comments sought on transportation improvement

[Original Article](#)

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